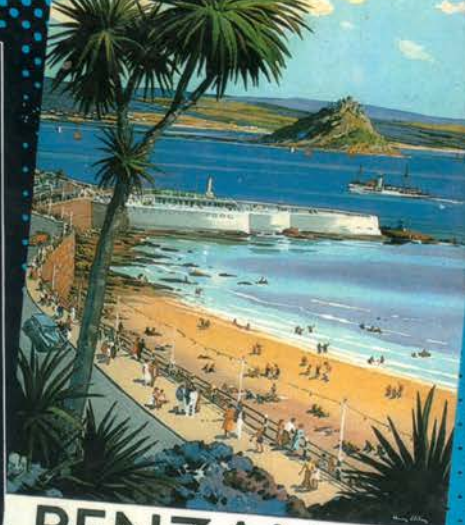


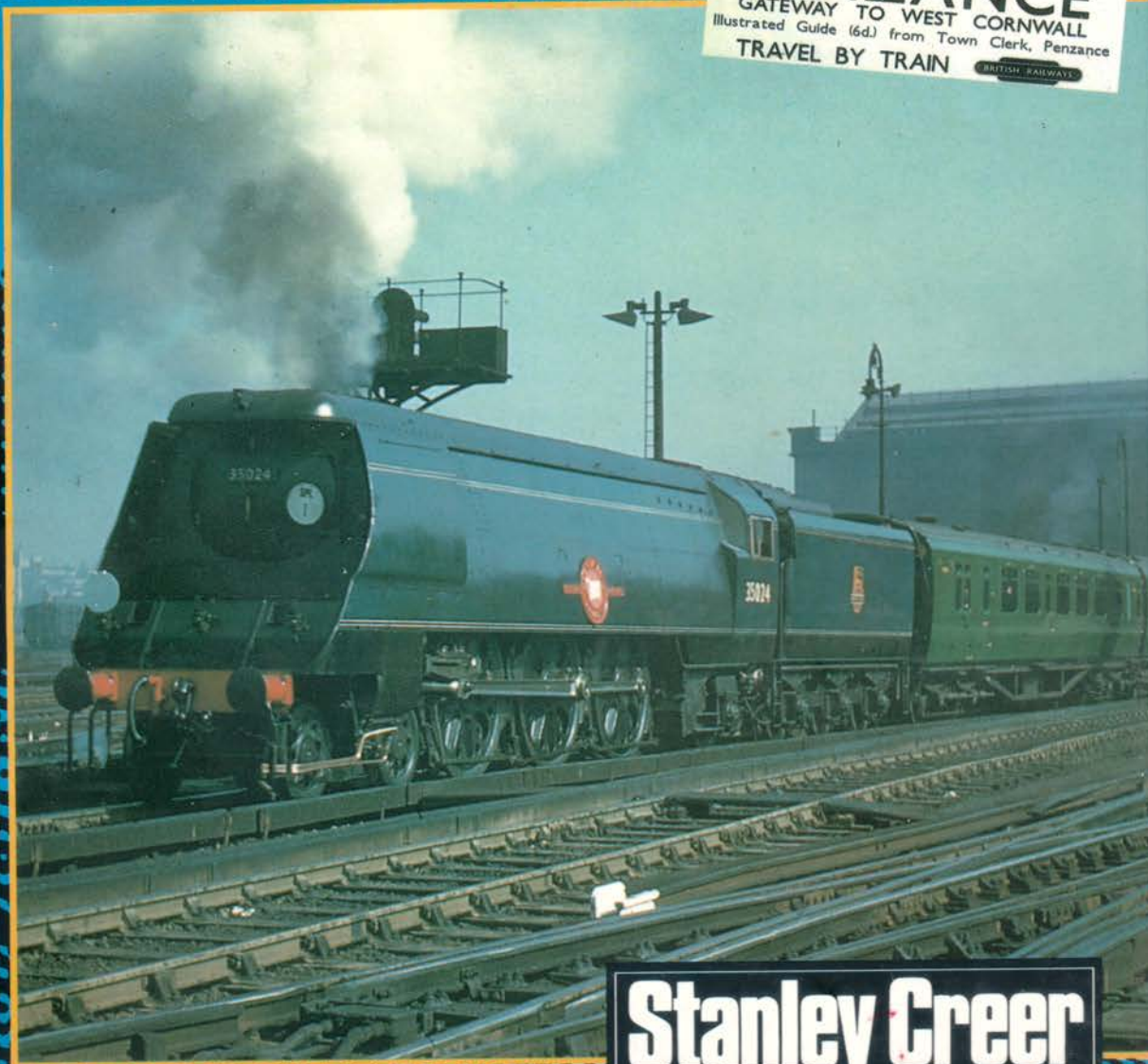
BR DIARY 1948-1957



PENZANCE

GATEWAY TO WEST CORNWALL
Illustrated Guide (6d.) from Town Clerk, Penzance
TRAVEL BY TRAIN

BRITISH RAILWAYS



Stanley Creer

BR DIARY

1948-1957

Cover top:

British Railways promotional literature. *NRM*

Cover bottom:

Former Southern Railway 'Merchant Navy' class Pacific No 35024 *East Asiatic Company* in blue livery with black and white lining at Waterloo. Her train of green stock includes a Pullman car for Princess Elizabeth visiting Weymouth. Seen in June 1949.

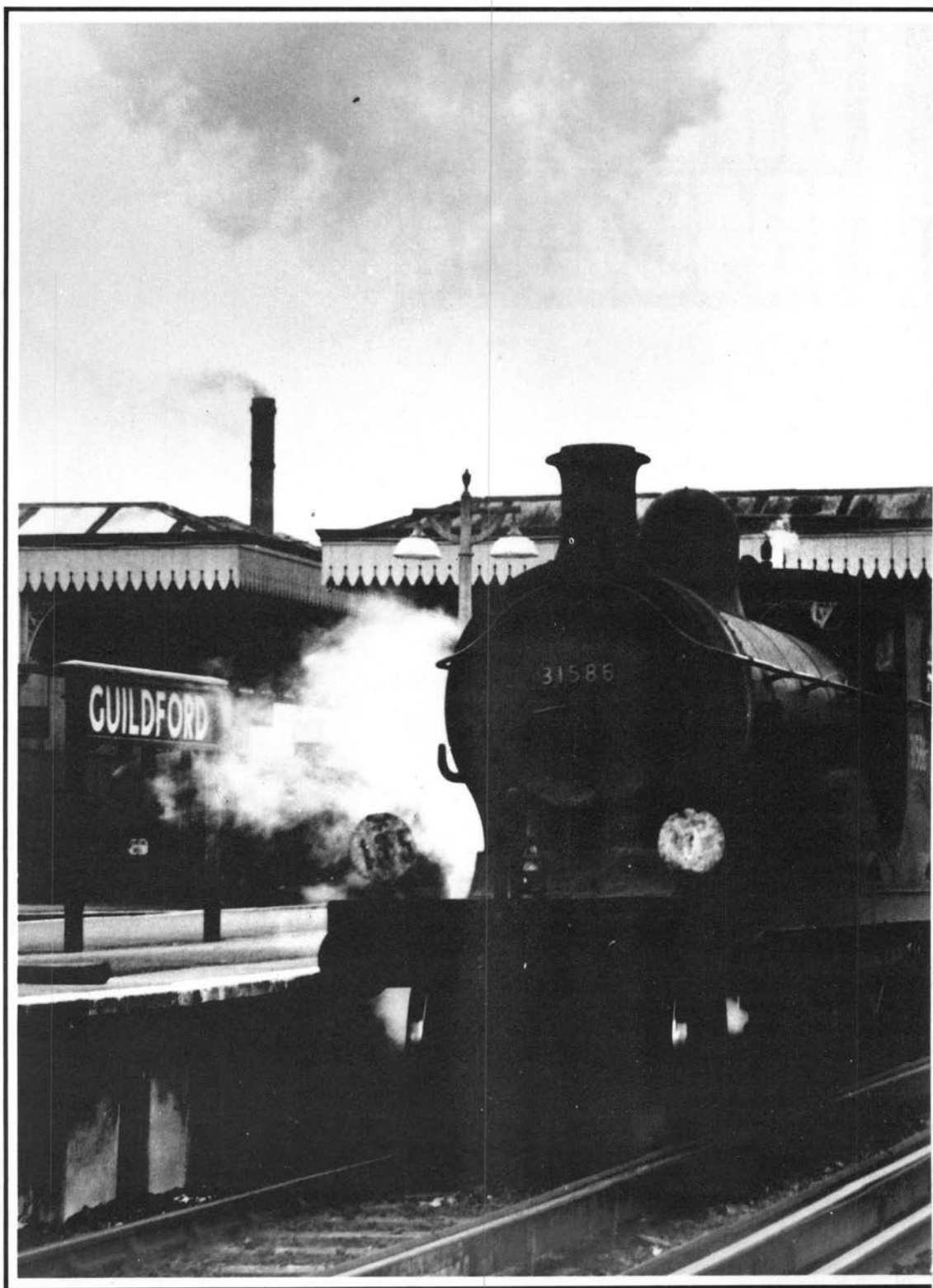
S. C. Townroe/Colour-Rail

Back cover Top:

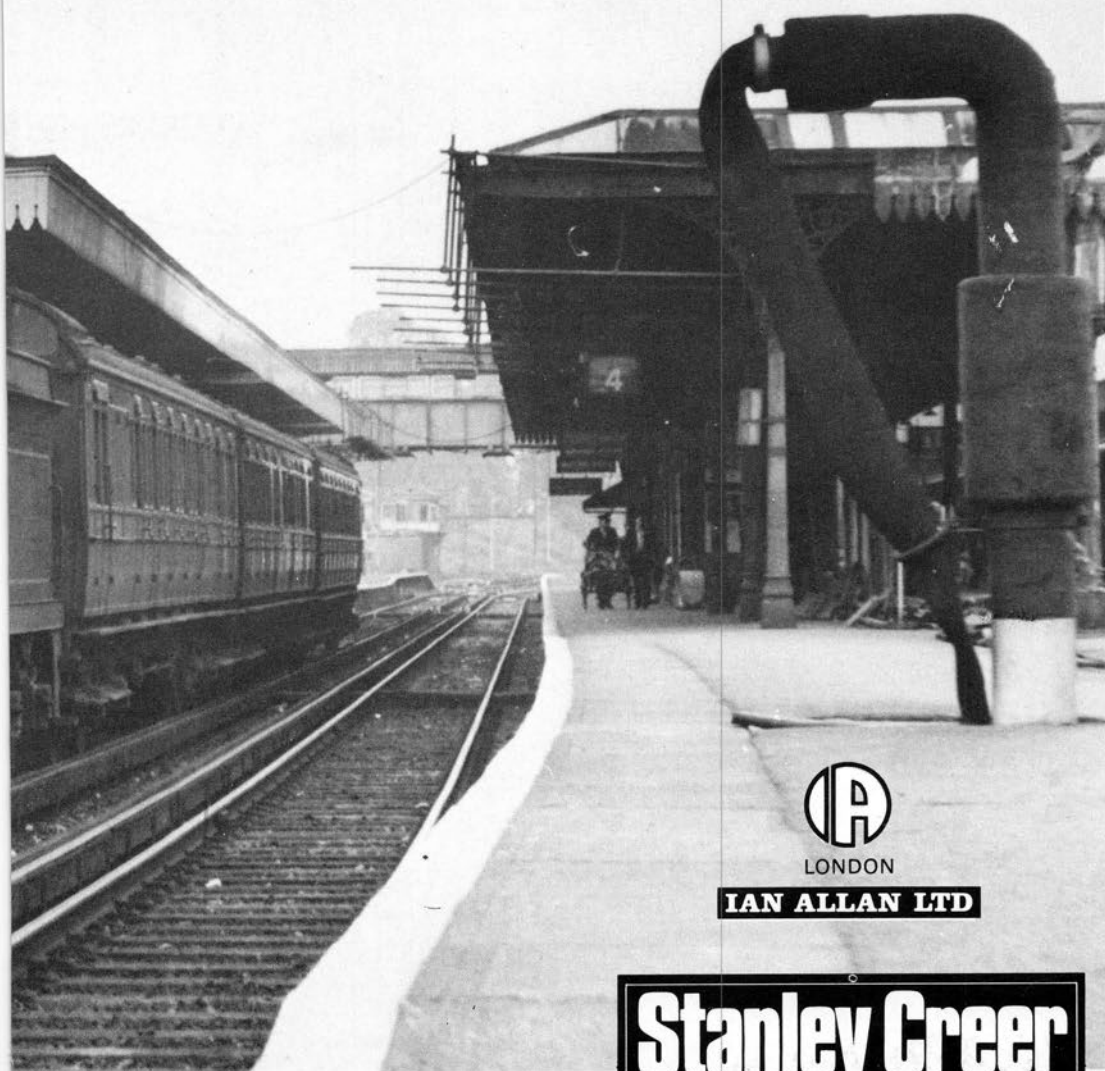
Lurking in a siding in a corner of the northwest at Workington on 28 June 1957 was the last of a class of 0-6-0 built by Pettigrew of the Furness Railway, No 52510. The Furness image is somewhat blurred as the engine is seen with a L&Y boiler. *Brian Morrison*

Back cover Bottom:

Pilot scheme diesel locomotive No D8200 seen in November 1957.



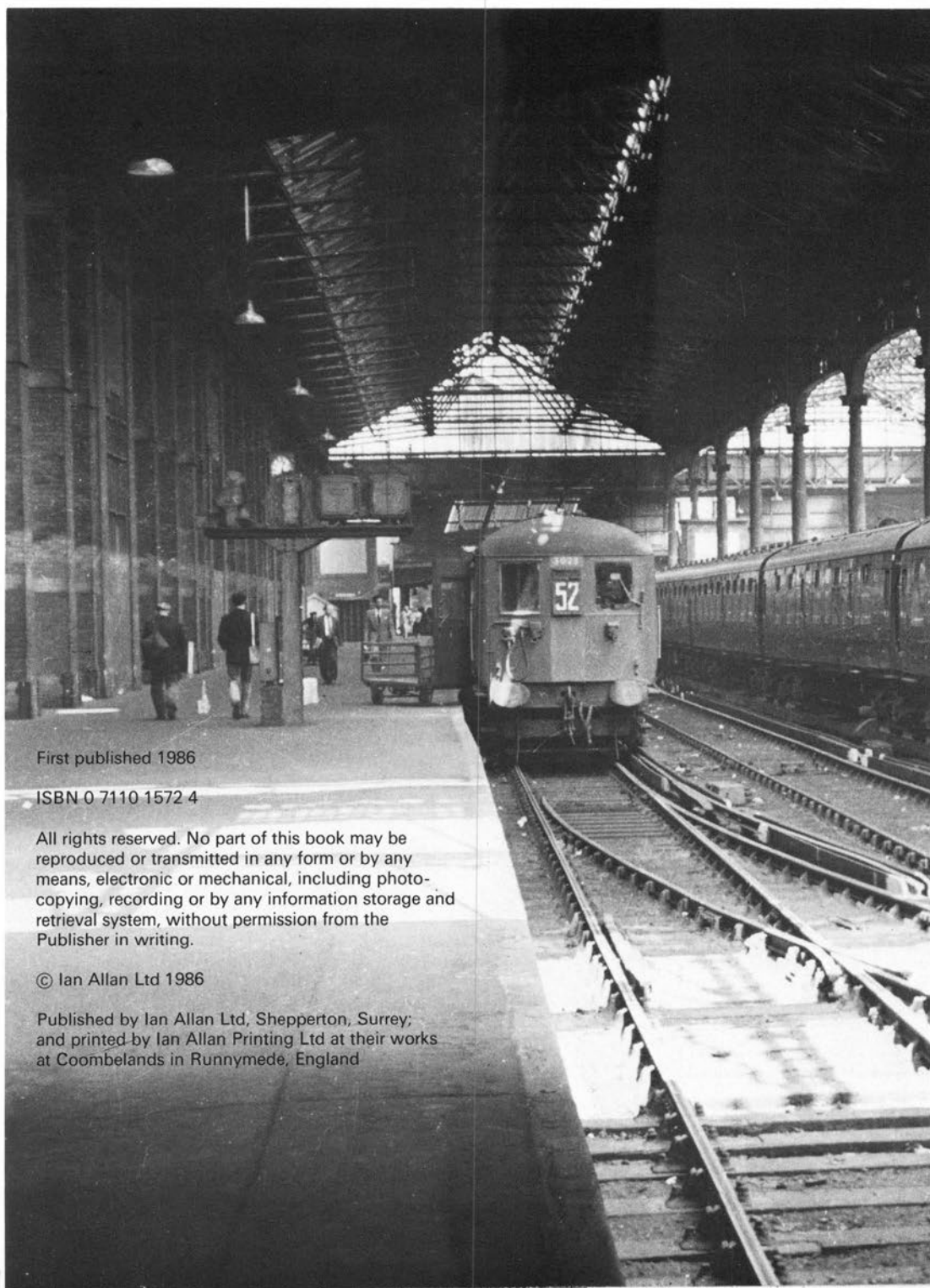
BR DIARY 1948-1957



LONDON

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Stanley Creer



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Previous page:

Harry Wainwright's 'E' and 'D' class 4-4-0s could always take first prize for elegance. Even in its grubby condition No 31586, one of the 'D' class engines is good to look at as it pulls out of Guildford with three empty coaches of the bird-cage guard's look-out variety that it had brought in from Reading as a service train. Photographed in April 1955. *Stanley Creer*

Left:

On the right, at Platform 16, Victoria station, is 4-CEP No 7102 bringing up the rear behind Nos 7101 and 7103 after their arrival from Brighton on a day in June 1956. On the left is a 6-PAN set with a 6-PUL behind forming one of the fast Eastbourne-Hastings-Ore expresses.

Lens of Sutton

Introduction

At midnight on 31 December 1947 the four main line companies ceased to exist and henceforth became the property of the state, the culmination of an inexorable drift towards unification which had started almost at the birth of rail borne transport.

Bringing into public ownership the means of production and distribution has always been an idea of the socialist and even within Labour's own ranks, there have always been critics of *wholesale* nationalisation by a Labour administration. Thus when the 'Big Four' were banded together and labelled British Railways, there was considerable criticism by the public and press, some justified, some most certainly not. Certainly there were widely differing views on the advantages and disadvantages. On the day prior to starting the compilation of this volume, the author purchased one of Ian Allan Ltd's latest offerings in the railway book market, Michael Baker's *The Changing Western Scene 1948-1984*; in his introduction he writes, 'If by some freak of history nationalisation had never happened - and it was an inevitable thing and *necessary for the survival of our railway system...*' The italics are mine and not Mr Baker's. To assert categorically that state control saved us from the nightmare of a railless environment smacks of a political stance, rather than a genuine belief that such a revolutionary step would benefit the industry. Others took a different view; what better authority to quote than Michael Bonavia, with his first-hand experience in railway administration when, writing in his book, *The Birth of British Rail* (George Allen & Unwin Ltd) he states: 'Nationalisation of Transport in 1948 was in no sense a necessity except as the redemption of a party pledge'.

A third comment, made personally to the author by a friend, a conscientious servant in the employ of the LNER and later BR, was that if nationalisation had not come about, his own company would have found itself in financial straits and would almost certainly have had to go to the Government for assistance. The reader, too, will have his own opinion on the matter.

Whatever the comment, the die was cast and on closer examination attention is immediately drawn to the top level two-tier system of management decided upon: the British Transport Commission, overlord of all state transport and associated services, and the Railway Executive directly responsible for the running of the railway together with its maritime and catering activities. The network was divided into six Regions: Eastern, London Midland, Western, Southern, North Eastern and Scottish. The first four corresponded generally to the territories of the former companies, and although Scotland had embraced both LMS and LNER routes the decision to make it a separate Region was a wise one. Not so obvious was the creation of the North Eastern area of the erstwhile LNER as a separate administration. Second thoughts did prevail at a later date when it was absorbed into the Eastern. It was also found advantageous to make boundary adjustments after working experience of the new system had been gained.

To its cost the country has found that nationalisation is not

the panacea that its advocates had predicted – industrial relations can hardly be said to have improved, indeed rather the reverse. In anticipation of the dawning of a new and happier future on the railway, the tender of a locomotive was observed bearing the legend 'Labour Means Security' with the initials of the company concerned forming the first letter of each word. Ironically, the railway in the past did offer job security; today the opposite is the case.

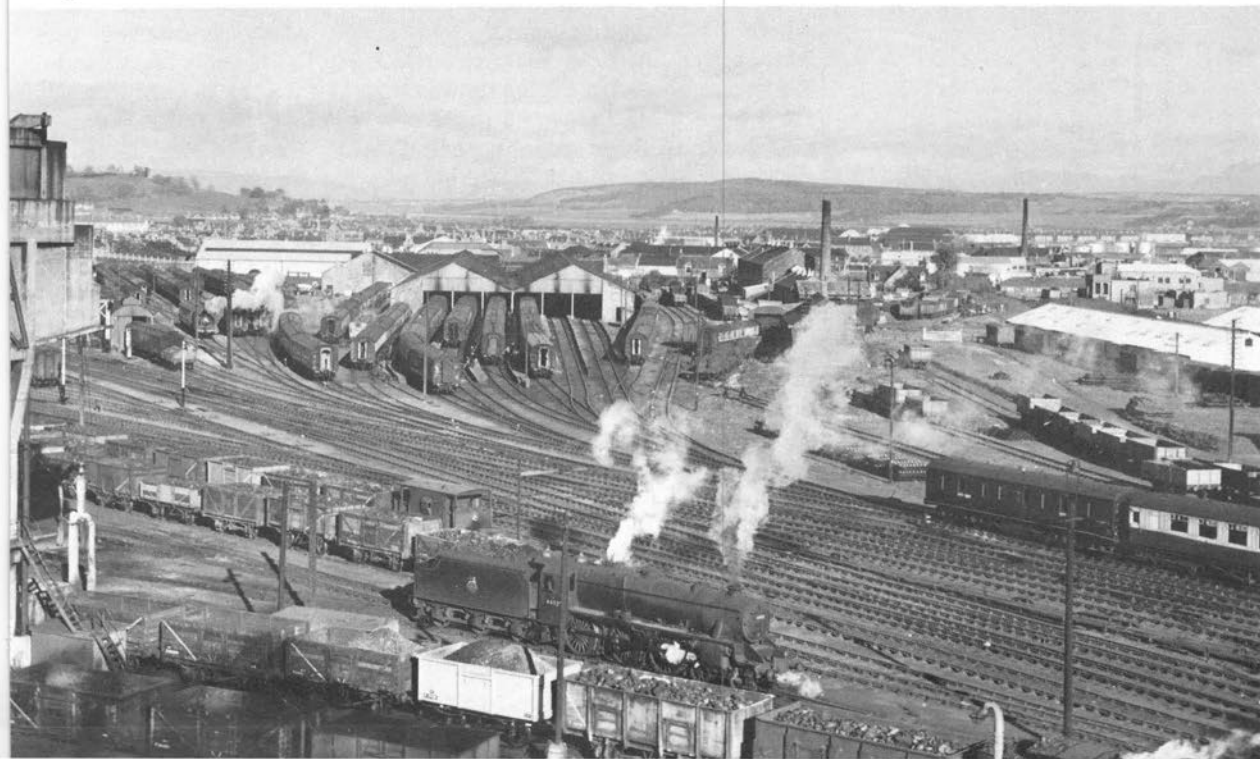
A characteristic of all British Governments has been their reluctance to invest in the industry; a lost cause has been the failure to implement, on a country-wide basis, the integration of rail and road transport, making it possible to utilise each system to its best advantage. A legitimate grievance harboured by those with a career in the transport industry is the low priority given it. In this connection the speed with which successive Ministers of Transport move on to greener pastures is worthy of comment: in the period 1983–84, within a 12-month, four Secretaries of State for Transport took office with a resultant lack of continuity in agreed policy decisions.

Through the medium of the erudite writings of those near to the action we, the author and his readers, have been privileged to be given the opportunity to learn something of what went on behind the scenes during the period of transition. However, space prevents a full coverage of events and the author hopes readers will bear with him when certain items of interest are conspicuous by their absence. Everyone has different views on what is significant and what is not: I hope I have made a sensible choice.

From the start of the new order there was evident the lack of a clear remit from the Government to the BTC enabling the latter to advise the Railway Executive of plans to be formulated and targets to be aimed at. Thus left swinging in mid-air, so to speak,

Left:

Filled with railway interest is this scene at Inverness MPD on 20 April 1957 with a Class 5MT 4-6-0 on the outlet road from the shed. *R. E. Vincent*



the Executive was left to its own devices and, though the familiar company names had gone, the day to day management of the country's railways went on much as before. Apart from some visual changes – such as the words British Railways on locomotive tender and tank sides, and on station signs, later with a background of Regional colours – the public was largely unaware of any great change in an industry with one of the largest labour forces in the country.

Compiling this volume has given the author a kind of second experience of what, in one quarter, has been dubbed the 'Glorious Years' – for the professional railwayman they were anything but glorious and no doubt for those whose memory goes back much further than the period under review, the claim would also be contested. Most of us look back on the 1950s with nostalgia because steam traction remained the backbone of BR services, long after it was desirable (commercially) that it should do so. It has to be admitted that an opportunity to bring the railway to a peak of efficiency enabling it to meet the competition on more equal terms than it had – or has – was lost.

It is enlightening to compare the mileage figures of 1953 at the year end with the 1985 total. The 1953 figure was 19,000 route miles open for traffic; a figure of something less than 11,000 miles can now be quoted. Recently the author had his attention drawn to a notice in a post office exhorting those entitled to the privilege to purchase railcards and enjoy the freedom of 8,942 miles of railway, at first sight a startling reduction in the network, but of course, the figure referred only to passenger mileage.

When considering the trials and tribulations that have beset BR since birth, the wonder is that there is still so much of the system working and, despite the critics, so much to commend it.

Going back over these early years a recurring question has been where has the time gone? And again, when considering the Manchester–Sheffield–Wath electrification, has it really been bundled unceremoniously off the railway map as if it were an unprofitable rural branch line? Have all those new Standard locomotives come and gone; all those gleaming new DMUs, are they now, as these words are typed, quickly making way for the new generation of railcars? Back to reality – indeed yes, it is all history, and much more.

Grateful acknowledgement is made to R. C. Riley, D. W. Winkworth and G. Freeman Allen for their response to the author's calls for help; to my good friend Philip Lynch for unstinting help with photographs and information; to Brian Morrison for the loan of much literature covering the period concerned. Thanks are also due to the publisher for access to the files, and help from the staff at Terminal House; to John Smith of Lens of Sutton for producing certain negatives on request; to Derek Mercer of Morden, Surrey from whose darkroom most of the prints in this book emerged to Frank Carey and last, but of course, not least, my wife for her forbearance in my lengthy absences from her company.

*Stanley Creer
Carshalton*

1948

Right:

Poster giving notice of the passing of control of the railways from the four main line companies to the British Transport Commission being pasted up between LMSR publicity material.

Ian Allan Library



Below:

Sir Cyril Hurcomb appointed Chairman of the British Transport Commission as from 1 January 1948.
Ian Allan Library

Below right:

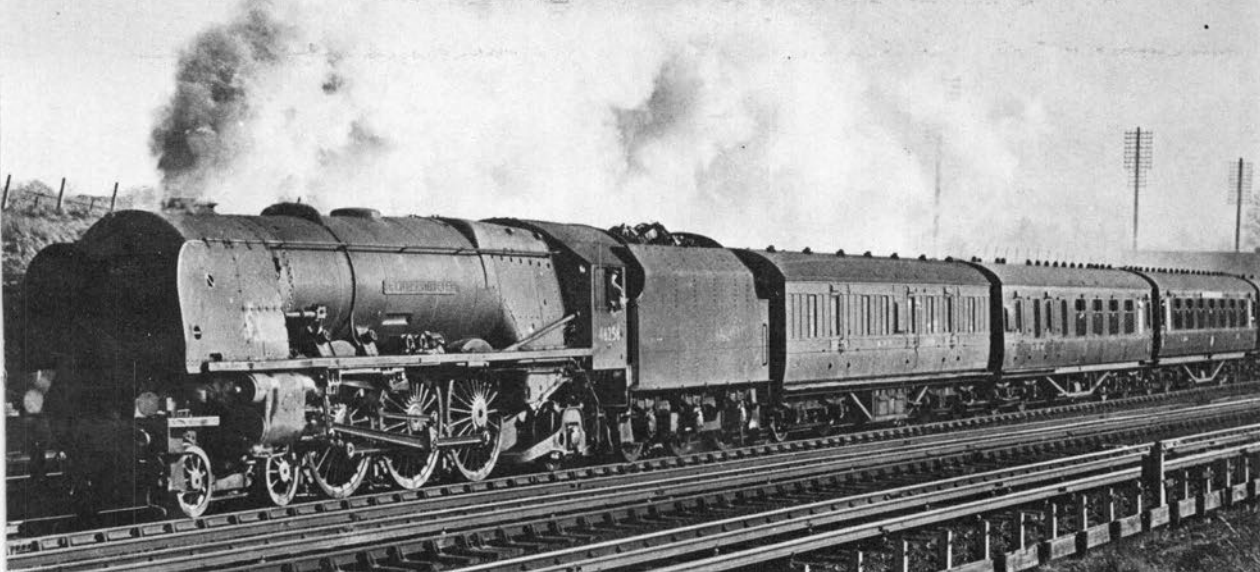
Sir Eustace Missenden, appointed Chairman of the Railway Executive as from 1 January 1948, and until then, General manager of the Southern Railway. Sir Eustace began his railway career in 1900 at Bekesbourne, near Canterbury where his father was station master.
Ian Allan Library



The five full time members of the British Transport Commission were appointed as follows: Sir Cyril Hurcomb (Chairman), Sir William Wood, Lord Ashfield, Lord Rushholme and John Benstead, the latter a former General Secretary of the National Union of Railwaymen. The headquarters of this new transport administration was located at the newly formed London Transport Executive's address at No 55 Broadway SW1, which was also the home of the now defunct London Passenger Transport Board.

The Railway Executive personnel was comprised of Sir Eustace Missenden, the Southern Railway's last General Manager and who also was elected Chairman; David Blee, former Chief Goods Manager of the Great Western Railway; V. M. Barrington-Ward, formerly Divisional General Manager of the London & North Eastern Railway; R. A. Riddles, formerly Vice-President of the London Midland & Scottish Railway; J. C. L. Train, formerly Chief Engineer of the LNER; W. P. Allen, former General Secretary of the Associated Society of Locomotive Engineers & Firemen. Bringing up the rear, so to speak, there was a soldier – General Sir William Slim, who was made responsible for some of the more familiar aspects of everyday commercial life, publicity, property, transport, police etc. Sir William also acted as deputy chairman. Headquarters for the Executive were to be found at the former Great Central Railway's hotel in Marylebone Road identified by the number 222, three digits which would become synonymous over the years with a well known seat of government not particularly noted for its reception of ideas from other sources, or a sense of humour.





The task facing the new team was a daunting one – how to make the nationalised system work efficiently and to repair the ravages of war. Unfortunately, having made one socialist dream come true in bringing the railway system into public ownership the Attlee government then proceeded to starve it of investment. In contrast to today's situation, the railway in 1948 played an extremely important part in the life of the nation, yet it took a place well down the list of priorities for postwar rehabilitation.

The Executive itself seemed not to put first things first when, scarcely before the new team had settled in their office chairs, a parade of locomotives in various liveries was staged at Kensington (Olympia) station. Three shades of green were on view, plus the black of the former London & North Western Railway with the red and white lining. Electric traction was represented by one of the Southern Railway's (now Southern Region) Co-Co locomotives in blue with a silver lining. Quickly following on this demonstration was a second event purported to be the final choice of liveries for motive power: this was to be Royal Blue with black and white lining for express passenger engines; green with black and orange lining for other passenger types; and black, lined out, for the remainder. As it eventually turned out, the blue did not wear well and was abandoned and the dark green of the GWR – Brunswick as it was now called – came into its own and the real money spinners, the freight engines, would always be unlined black. Whether such a consideration was in the minds of the organisers or not, this second parade for inspection was much more conveniently placed for the inmates of No 222, being held next door at Marylebone station. A less happy combination of colours was chosen for passenger rolling stock, ostensibly a reincarnation of the old LNWR livery of blackberry black and off-white, but which turned out to be a poor imitation of that two-toned livery. It was described from one quarter as 'plum and spilt milk', by which undignified soubriquet it became identified.

The insignia of ownership to be carried by locomotives appeared to pose no problem for within a few weeks from vesting day the words British Railways began to appear on the tender and tank

Above:

Excluding British Airways showpiece, *Concorde*, was there ever a more beautiful example of British engineering than Sir William A. Stanier's 'Princess Coronation' Pacifics? The last two to be built, No 46256 bearing the name of its designer, and No 46257 *City of Salford* differed in some respects from their sisters being equipped with roller bearings on all axles, increased superheater area, modified rear end frames, and cast steel trailing truck. A noticeable difference was the reduced depth of the cab side sheets. The LMS had planned to compare the behaviour in service of these two locomotives with that of their main line diesels, Nos 10000 and 10001 working in multiple. Of this programme nothing further was heard, no doubt not unconnected with the monumental changes taking place at the time.

In the photograph No 46256 *Sir William A. Stanier F.R.S.* is seen at the head of the 1pm Euston–Glasgow express near Carpenders park on a February day in 1949. The engine was the last Pacific to be built by the LMS, No 46257 making its entry into service under BR ownership and thus never carrying an LMS number.
Rev. B. Whitworth



Above:

Resplendent in the black lined-out BR livery No 41937, a Tilbury 4-4-2T built at Derby in 1923, is seen outside Bow works in April 1949. The locomotive is one of a batch developed from the former London, Tilbury & Southend Railway's '79' class. Despite the date of the photograph the cumbersome title that first appeared on tender and tank sides had already been superseded by the lion and wheel emblem the previous year. *P. J. Lynch*

Above right:

The 'Twins', Nos 10000 and 10001 wearing the BR green livery head the down 'Royal Scot' past Weaver Junction on 20 April 1957. If ever a diesel locomotive was a cast iron case for preservation it assuredly was No 10000. During their working life the locomotives ranged widely on both their home Region and that of the SR, sometimes in multiple, sometimes singly. As mixed traffic engines both freight and passenger trains were entrusted to them. As a parallel to the two LM Pacifics No 10000 appeared just prior to 1 January 1948, and No 10001 followed later as a BR locomotive. *C. R. Whitfield*



sides of the engines replacing the initials or words of the old companies.

An announcement causing a great stir of interest, particularly to the enthusiast, was the proposal to instigate trials of selected classes of locomotive from the former companies on a number of trunk routes, including a programme of interchanging the engines taking part. Professional railwaymen involved in motive power matters pondered on whether such a scheme would bring to light anything of consequence that was not already known. Readers who in the past made a point of reading the late C. J. Allen's book *The 1948 Locomotive Exchanges* (Ian Allan Ltd) can form their own opinion as to whether the results justified the preparation and the organising required to stage the event. It is, perhaps, debatable whether the two-cylinder Standard types, when they eventually made their appearance, would have differed greatly if the trials had not taken place.

A welcome sign of the return towards normality was the reinstatement

ment on 16 February of the name 'Royal Scot' to the 10am expresses from Euston to Glasgow and Glasgow to Euston. Later in the year within the pages of the summer timetable a new Pullman service was included from Victoria to the Kent coast and given the title 'Thanet Belle'. Two more titled trains were inaugurated for the winter service: the 'Norfolkman' departing from Liverpool Street for Norwich on a schedule of 2hr 20min, and the 'Tees Tyne Pullman' between Newcastle, Darlington and King's Cross.

Early in the life of the new regime there occurred a spate of five accidents, four of which were of a serious nature. In a sequence of events culminating in the loss of 16 lives, the first accident happened after the Glasgow-Euston express drew to a halt after the pulling of a communication cord – an act which was later to be revealed as irresponsible. Regrettably, procedures laid down for such a contingency were not carried out resulting in the following Glasgow-Euston 'Postal' colliding with the rear of the stationary train. The incident happened on the 17 April.

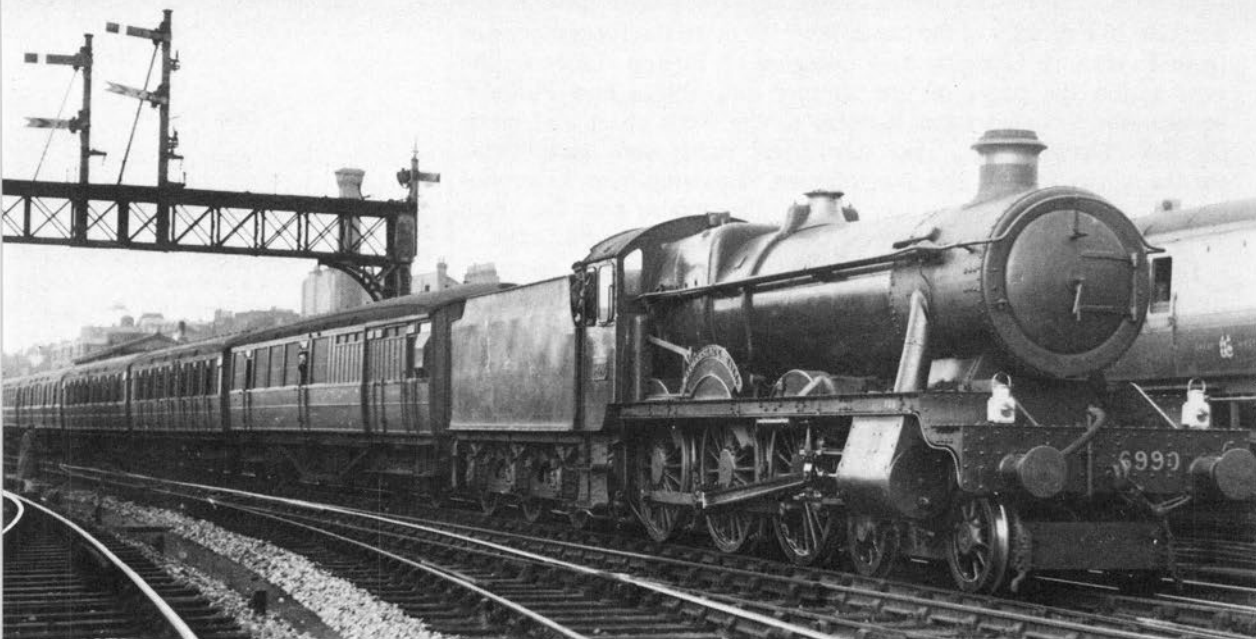
On 18 May the 11.45am Bradford-St Pancras express became derailed when travelling along an embankment: the track had become distorted through expansion in very hot weather. The speed

Below:

The Eastern Region's first choice of Class A4 4-6-2 for the Locomotive Exchanges of 1948 was record breaker No 22 *Mallard*; coming up from Plymouth on 20 April she ran hot at Savernake as a result of which No 60033 *Seagull* was substituted for the following day's pre-test run. She is seen here stepping away from Paddington's platform three with the 1.30pm for Plymouth.

P. J. Lynch





Above:

A candidate in the general purpose category for the trials was 'Modified Hall' class 4-6-0 No 6990 *Witherslack Hall* shown approaching Marylebone on 16 June at the end of the journey from Manchester. The Exchanges have now faded into the mists of time but occasionally discussion may be overheard on the merits, or otherwise, of the contestants, and which engine, or engines, showed up in the best light when details of their performances became known. No 6990 is still with us at the Great Central Railway at Loughborough.

Real Photographs (T8853)

of the train was estimated at 60–65mph and seven passengers lost their lives.

In the Scottish Region on 17 July an express from Aberdeen to Glasgow collided with a train from Dundee West to Blairgowrie at Ardler Junction resulting in the deaths of three members of the train crew. Earlier that same day the locomotive of a morning Edinburgh–King's Cross train became derailed as it emerged from New Southgate tunnel, a much less serious incident than the three previous mishaps.

There was however, yet another unfortunate occurrence, which again took place on the LMR, at Stockport in conditions that could always bring about similar accidents. On 30 November five passengers were killed and five seriously injured when a train hauled by two locomotives ploughed into the rear of a stationary train, also double-headed. The accident took place in dense fog causing the starting signal at Heaton Norris station, from where the colliding train had pulled away, to be obscured; also, to make matters worse, the accident took place after dark. In the report the speed at impact was estimated at 10/15mph resulting in a much higher casualty rate than might have been expected with such a moderate pace.

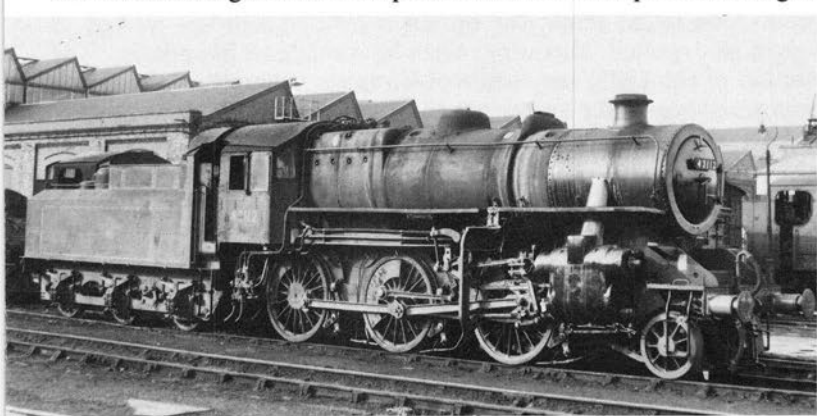
In pleasant contrast there was no loss of life due to rail accidents in the following year.

New steam locomotives to the designs of the former companies continued to emerge from works, though the LMS had already dipped a gingerly foot into the diesel-electric pool. The Southern Railway, always eager to explore means by which the elimination of steam traction could be accomplished, had laid down plans for the construction of their 1Co-Co1 diesel-electric locomotives as far back as 1946.

Management and staff had more than enough work to keep occupied in this first year of state control, indeed, for many years; it therefore came as an unpleasant shock when the extent of the

devastation caused by the torrential rain and resulting flooding in southwest Scotland was revealed. No less was the damage in the Border counties, and the East Coast main line north of Berwick suffered grievously with seven bridges carried away and numerous subsidences and landslides. At any time such destruction by the elements is calamitous; in August, with the holiday season at its height, the trauma was intensified. BR's resources were stretched to the full in efforts to repair the breaches and restore rail services and communications. Is there any other country subject to such volatile and unpredictable weather as the United Kingdom where long periods of unremarkable and temperate conditions can suddenly erupt resulting in such chaos? The area to which attention has just been drawn suffered similar conditions once before, but this was as long ago as 1846.

Near the year end a number of changes were announced concerning alterations to the Regional boundaries. Notable adjustments included the transfer of the London Tilbury & Southend Railway lines from the London Midland to the Eastern Region and all the former LMS lines in Central and South Wales that had automatically been included in the LMR were to be taken over by the Western Region. As time passed and a clearer picture emerged



Below left:

Immediately prior to the demise of the LMS there emerged from Horwich works three locomotives of a new design by H. G. Ivatt the CME; eventually to total 162 engines they incorporated many new features including self-cleaning smokeboxes, complete accessibility to the motion, and double blast pipe. Classified '4' for power the class was to replace locomotives due for withdrawal and which had worked mainly on freight duties. The illustration is of No 43112, one of the later batch of these 2-6-0s built with a single chimney. The first 50 of the type eventually had their double chimneys removed to be replaced by the conventional sort. A preserved example, No 43106 now resides at Bridgnorth on the Severn Valley Railway. *Stanley Creer*

Bottom left:

The grave fuel crisis of 1946/47, when coal supplies descended to a dangerous level, prompted the government to put into operation a programme that involved the conversion of 1,229 locomotives from coal to oil burning, a curiously odd figure one would think. Before even 100 oil burners were in traffic the scheme was aborted, an expensive exercise when considering the cost of storage and the equipment involved. In the photograph one of Dugald Drummond's capable Class D15 4-4-0s No 463 is seen with the oil container on the tender, the only one of the 10 engines in the class to be so treated. Withdrawn in 1951 the engine never received its BR number and retained the oil burning equipment to the last. *Lens of Sutton*



Right:

Short lived interpretation of BR's renumbering scheme for steam locomotives as seen on Class E4 0-6-2T No 32584.
Lens of Sutton

32,584

Below:

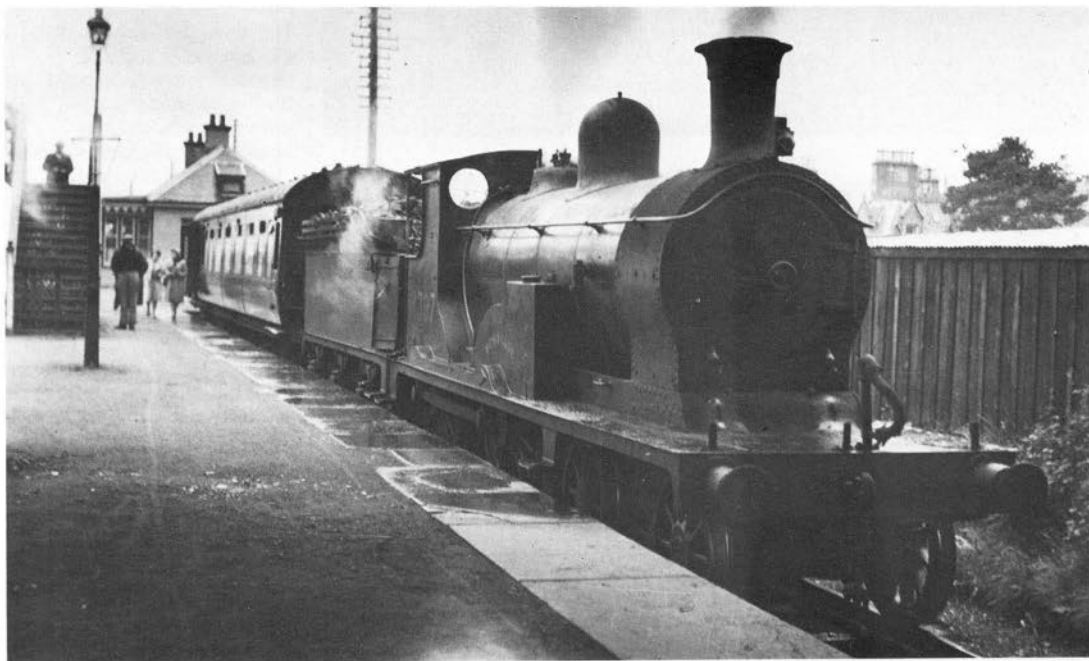
25 years after the grouping it was still a common sight to see pre-grouping locomotives at work. Here, at Muir of Ord, south of Dingwall, junction for the Kyle of Lochalsh line, one of the Highland Railway's 'Small Ben' class 4-4-0s No 14397 *Ben-y-Gloe* is seen before departure over the Black Isle branch to Fortrose. Closure of the line came on 1 October 1951 and Muir of Ord station closed on 13 June 1960, happily to be reopened in October 1976. *P. J. Lynch*

from the inevitable fog created by the transition from private to state control, further changes were made – which even saw the reversion of some of these lines to the original Region!

This first year of state ownership saw the withdrawal of passenger facilities from two well known systems, the East Kent Railway on 30 October and the Easingwold Railway on 29 November. The former line, part of the SR, linked the Kent coalfield with the SR's main line at Shepherd's Well, near Dover. The Easingwold Railway had remained outside the state system and ran from Easingwold to connect with the North Eastern Region's main line at Alne.

The six Regions were intended to be provisional with the possibility that additional areas would be created; in the event, and wisely one might think, the option was not taken up, though as might be expected, alterations were later made to boundaries. The section of the LMS, the Northern Counties Committee of Ireland, was administered for an interim period by the LMR.

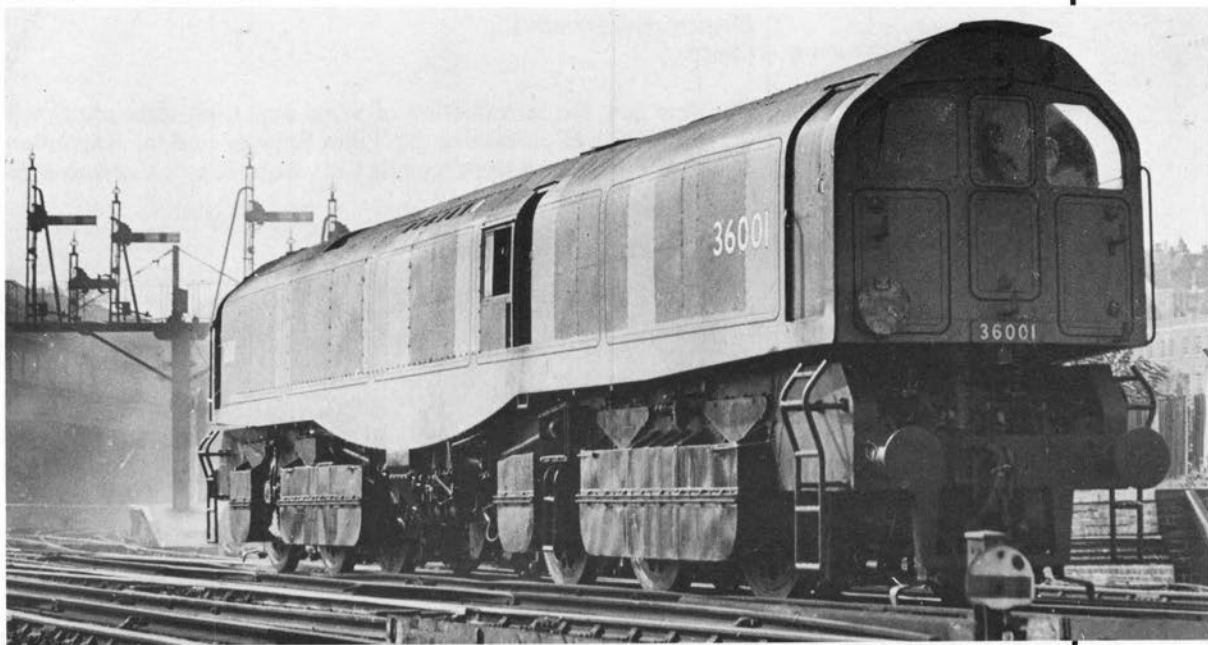
One of the Executives formed in the new Transport set-up was the London Transport Executive, hitherto the London Passenger Transport Board. Fewer changes were to take place in London's transport system it having been reorganised under the London Passenger Transport Act of 1933.



1949

Below:

The first 'Leader' class steam locomotive pictured here, No 36001 running through Lewes on 31 August 1949. The body was mounted on 12 wheels with a driving cab at each end. A unique feature was the position of the fireman in the centre of the body, an arrangement resulting in that unfortunate individual being exposed to excessive heat, a factor which, if any of the class had entered revenue earning service, would have ruled out any significant increase in their numbers. C. C. B. Herbert



Good permanent way is the hallmark of a soundly run railway system and Britain's railway administrators have never trailed behind where track maintainance is concerned. At this point readers may wag an admonishing finger drawing attention to the rough rides experienced by travellers on the WCML in recent years, a condition brought about by the new generation of high speed electric trains. Here is not the place to ruminate as to why track maintainance seemingly got behind schedule, instead it is pleasant to refer to the present high speeds being achieved by the reformed Advanced Passenger Train, speeds that would not be possible on indifferent permanent way.

1949 saw the important announcement by the Railway Executive of the decision to adopt flat bottom rail as standard and to replace progressively the time honoured bull-head rail in chairs. Per yard the new rail would weigh 109lb as compared to the 95lb of the bull-head type.

Details of the final choice of liveries for motive power and rolling stock were released as follows:

Below:

4-SUB unit No 4115 of the 1946 series here seen leaving Waterloo on the Kingston roundabout service on 30 July 1949. Some units constructed later were emblazoned with the legend British Railways in the sunshine lettering. This stock marked a major change in the construction of the Region's EMUs, being all-steel. In recent years BR has demonstrated that it is not without sentiment where the past is concerned, allowing one of these units to be repainted in Southern Railway malachite green livery. This set, together with a 2-BIL unit has been retained for use on enthusiast specials.

C. C. B. Herbert

Heavy-duty express passenger locomotives
Blue, with black and white lining.

Selected passenger locomotives

Dark green, with black and orange lining.

Other passenger and mixed-traffic locomotives

Black with red, cream, and grey lining.

Freight locomotives

Black unlined.

Passenger train coaches (main line)

Crimson lake, with cream panels.

Other coaching stock including vans

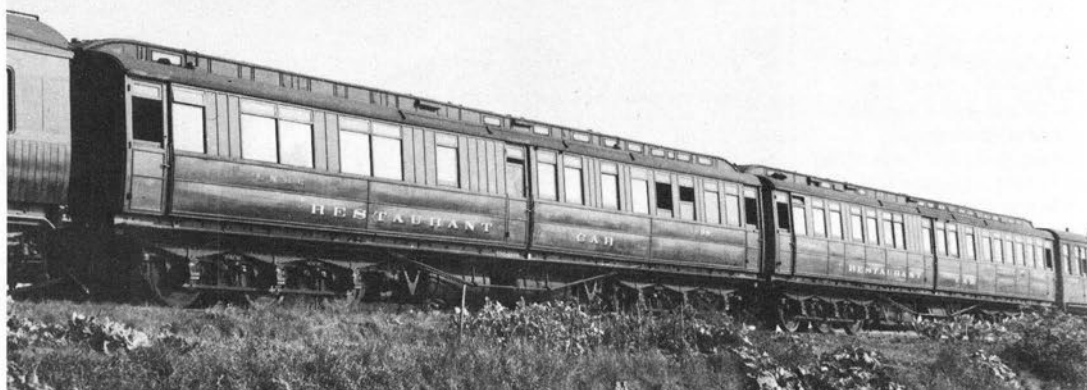
Crimson lake.

Electric multiple-units

Green.

The year saw the introduction of some new train titles along with the restoration of others like the 'Pines Express' and the 'Devonian'. The newcomers were the 'Capitals Ltd', from King's Cross to Edin-





burgh; the 'White Rose' and 'West Riding' carried by trains running between King's Cross, Leeds and Bradford. Not to be outdone the Scottish Region blossomed forth with five titles – the 'Bon Accord', the 'St Mungo' and the 'Granite City' were all to run between Glasgow and Aberdeen; the 'Fife Coast Express' and the 'Irishman' would serve Glasgow–St Andrews and Glasgow–Stranraer Harbour respectively. On the Eastern a Liverpool St–King's Lynn service was given the name the 'Fenman'.

1949 saw the first of the four main line statutory companies cease to exist. The Southern Railway was the first of the four to comply with the relevant section of the Transport Act with its legal requirements; the smallest of the four groups, it followed that the necessary administrative work was more quickly disposed of than that of its contemporaries.

The first steps in the modernisation of the passenger rolling stock were being taken in the Derby Carriage & Wagon works with the construction of a prototype 60ft corridor composite coach of all-steel construction. The building programme for the year was to provide for coaches of various types – catering vehicles, sleeping cars and postal sorting vans, the work to be shared between BR workshops and private builders. An ambitious programme for the construction of freight stock was also to get under way, including special types of vehicle for specialised loads.

Above:

Two very elegant turn of the century Great Northern coaches which survived just long enough to see service after nationalisation were these 12-wheeled restaurant cars parked in Waterworks siding at Wood Green in 1949. No 42995, nearer the camera, worked on gas throughout and two large gas tanks are clearly visible. Its companion, No 42996, used gas for cooking, but was electrically lit. Shortly afterwards these two most interesting examples of clerestory roofed stock were taken away, presumably for breaking up. *P. J. Lynch*



Left:

Former LNWR 'Precursor' 4-4-0 No 25297 *Sirocco* is seen at Chester after transfer from Llandudno Junction in September 1947. Originally one of a class of 130 engines, rebuilding had equipped it with a Belpaire firebox and superheater. Its BR number was never carried and 1949 saw it withdrawn from service, the very last of the famed LNWR 4-4-0s. In the right background can be seen another well known type of the 'Premier Line' in the form of 'George V' class 4-4-0 No 25376 *Snipe*. *P. J. Lynch*

Above right:

The hallmark of GW branch line services, a diminutive 0-4-2T and trailer. No 5812 was photographed at Llangynog on the Tanat Valley line before departure with the 5.58pm to Oswestry on 20 May 1949. The '58xx' series, with one exception, were not motor fitted, as were the similar '14xx' class. Services were withdrawn from the line on 15 January 1951.

P. J. Lynch

Below right:

'Dukedog' 4-4-0 No 9001, the only one of the 29 engines in the class to sport a tall parallel chimney, is seen at Oswestry with a loose coupled freight from Machynlleth on 20 May 1949. The building of this class between 1936 and 1939 was a prime example of the edict – waste not, want not – being made up from the various parts of previously withdrawn 4-4-0s, the 'Duke of Cornwall' and 'Bulldog' classes. There is one survivor, No 9017 *Earl of Berkeley*, normally domiciled on the Bluebell Railway, but at the time of writing, on extended loan to Didcot. The name was never carried by the engine in BR service. *P. J. Lynch*



The coaching stock construction programme was to include EMUs for the imminent Liverpool St–Shenfield electrification, the Sheffield–Manchester suburban lines and the SR.

On the motive power front construction of former company types of steam locomotive would continue as also the non-steam units for shunting duties. Of exceptional interest would be the debut of a gas turbine power unit. The finishing touches were being applied to a new design of dynamometer car, a prewar project of Sir William Stanier FRS with H. G. Ivatt supervising the final details.

Turning from the new to the elimination of the old, three notable withdrawals took place in the shape of former LNWR passenger tender engines. The three veterans were 'Claughton' 4-6-0 No 6004; 'Prince of Wales' 4-6-0 No 25752 and 'Precursor' 4-4-0 No 25297 *Sirocco*. The memory of the 'Premier Line' however, was to remain evergreen for some considerable time with the Class 'G2A' 0-8-0s taking until as late as 1964 to disappear from the scene.

September saw the retirement of O. V. S. Bulleid from the position of CME on the SR. After taking up an appointment in Eire with Coreas Iompair Eirann, he produced once again a controversial

machine in the shape of a locomotive to burn turf, aiming to prove after the abortive 'Leader' class experiment, there were still options to be pursued in an effort to keep steam alive.

The 1949/50 timetable included another rash of named trains: the 'Northumbrian' between King's Cross and Newcastle, and the 'North Briton' from Leeds City to Glasgow Queen St, each train to carry the name in the reverse direction. Reinstatements were the 'Mid-Day Scot', Euston to Glasgow; the 'Ulster Express', Euston to Heysham; the 'Thames Clyde Express', St Pancras to Glasgow; the 'Comet', Euston to Manchester; the 'Mancunian', Manchester to Euston and the 'Merseyside Express', Liverpool to Euston.

In 'British Locomotive Practice and Performance', the late C. J. Allen's monthly contribution to the *Railway Magazine* attention was drawn at the time to the first mile a minute, since 1939, over the racing stretch between Darlington and York, a distance of 44.1 miles. The honour for this enterprise went to the NER whose new train, the 'North Briton', had been chosen to spearhead the drive for higher speeds. Speed has always been an advantage held by rail over travel by road. In contrast to the timings of today's HST sets, 60mph seems pedestrian in the extreme.

Authorisation for the electrification of the Liverpool St-Shenfield line, which had been given in 1936, had – as with so many other projects – been delayed by the war. Using the 1,500V overhead system, the inaugural train departed from the terminus on 26 September. The associated engineering works included a flyover at Ilford, modernisation of signalling and large scale track alterations. An invaluable benefit from the changeover was the partial improvement in the sulphurous environs of Liverpool Street, which establishment had gained the reputation of being the smokiest main line terminal in London. The trains were made up of three-coach units of the open saloon type, units being coupled up according to the demand for peak loadings. The completion of this first post-war electrification was a great relief both to the commuters travel-

Below:

One of the two double-decked units No 4001 on a test run in November 1949, before entering service. Restriction to the Dartford and Gravesend routes was a factor in the decision to build no more of the type. *BR*



Right:

In May the SR turned the haulage of its Newhaven boat trains over to an electric locomotive for the first time. No 20003, youngest of the three electric engines on the Southern, was the first to be rostered. At a later date the locomotive is seen passing beneath the familiar arches of the road bridge at Merstham on the Quarry line with a down Victoria-Newhaven boat train. *Stanley Creer*



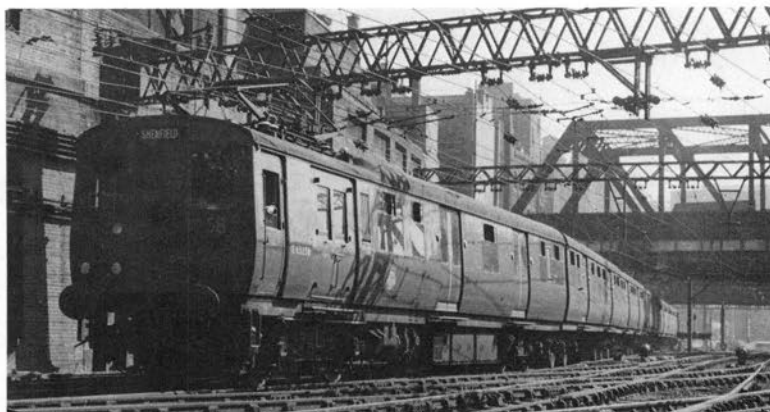
ling into and out of the city each day, and the railwaymen struggling gamely to keep an intensive service going with long out dated equipment. The issue of *Trains Illustrated* reporting the commencement of the new service sported the headline, 'Hail Smiling Morn'.

1949 was the year when two more remarkable events took place on BR when the SR's double-decker EMU and 'Leader' class steam locomotive took to the rails. In an attempt to find a solution to the increasing overcrowding on the intensively worked southeastern lines of the Region, O. V. S. Bulleid arranged for the construction of a train with an upper deck, something which to all intents and purposes was an ideal solution to the overcrowding problem. Disappointingly for management, the new train presented them with a fresh set of problems resulting in the decision not to press ahead with further construction. The fact that it was unable to work with other units because it was fitted with electro-pneumatic brakes and that it was restricted to one route, were two of the operational irritants associated with the new stock: it was also discovered that the double-deck concept resulted in extra time being taken at stations for setting down and picking up. Passengers also showed little enthusiasm for travel on the upper deck. Despite the drawbacks it may surprise some readers, as it did the author, to be reminded that the two lone units more than covered their costs by serving the Region for nigh on 20 years.

In August Bulleid again set the railway world alight when his latest design of steam locomotive appeared on trials. This was truly a revolutionary machine ostensibly to replace ageing motive power on secondary duties, and initially five locomotives were on order; it was never completed when higher authority came down firmly against any further work on the project. The first of the batch bearing the number 36001 was the only one ever to be steamed, other members of the class, in the construction stage, being still-born.

After the regrettable tally of accidents in the previous year 1949 came to an end without the necessity to record a single fatality from train accidents.

Following that of the Southern Railway, the dissolution of the LMS, LNE and GW railways was effected. Further erosion of the old order was noted with the retirement of F. W. Hawksworth, CME of the WR, and H. G. Ivatt, CME of the LMR.



Top left:

Now well run in on the new electrified service to Shenfield, inaugurated in November, one of the EMUs leaves Liverpool Street for Shenfield on 10 May 1950. C. C. B. Herbert

Centre left:

The title 'Fenman' was conferred on a Liverpool Street to Hunstanton service with a Bury St Edmunds' portion. A variety of classes was seen on the working and Class D16/3 4-4-0 No 62518 of King's Lynn is turned at the London end before the return journey on 18 July 1952. Stanley Creer

Bottom left:

GW pannier style 0-6-0 engines continued to be built either by Swindon or outside manufacturers, but one batch, introduced in 1949 was of exceptional interest. Described as a heavy duty yard shunter the design, by the CME F. W. Hawksworth, was a departure from usual GW practice in that it had outside cylinders and Walschaerts valve gear and, following the new fashion, complete access to working parts, in fact, there was no running plate. Numerically the class was small numbered from 1500 to 1509 and three engines ended their days with the National Coal Board. Real Photographs (K4088)

Right:

Some train titles, discarded for the duration of the war, began to return, one such was the 'Mancunian' between London and Manchester. Emerging into autumnal sunshine from Watford tunnel on 25 September 1954 is 'Princess Coronation' Pacific No 46241 *City of Edinburgh* with the southbound service.
Stanley Creer

Below:

That electrification is the best and most desirable method for motive power on railways surely cannot be disputed and, when considering how long ago electricity was harnessed for this purpose, the wonder is that there are any commercial main lines left with other forms of propulsion. The LNWR commenced to electrify their suburban lines to Watford and Richmond half-way through World War 1. Later, to augment the original stock, the LMS placed into service compartment type units, an example of which is seen here arriving at Kew Gardens with a Broad Street-Richmond train in 1949. These trains were in their turn replaced in the early 1960s by what were to become Class 501 units. *C. C. B. Herbert*



1950

Right:

In 1950 three services to South and West Wales were given names: the 'Red Dragon'; the 'Capitals United' and the 'Pembroke Coast Express'. On 17 April 1952 'Britannia' 4-6-2 No 70016 *Ariel* hurries the London bound 'Red Dragon' through Ealing Broadway station.

Stanley Creer





Above:

The old look on London Transport. A train of clerestory roofed 'Q' stock at Edgware Road on the District Line.

P. J. Lynch

Right:

No 10800, a 827hp Bo + Bo diesel-electric locomotive, at Derby on 8 June 1958.

Equipped with a Davey Paxman engine and British Thomson-Houston electrical equipment the locomotive travelled far and wide during a trial period. Scotland, the London area and Brighton were some of the localities where the engine could be seen at work. Withdrawn in August 1959 Brush Electrical Engineering Co eventually purchased it for use as a research unit. BR had not been overall impressed with its performance, but a deal of experience had been gained, becoming useful in the approaching diesel-electric era. *B. K. B. Green*



Adjustments to the disposition of the original boundary lines between the six Regions were found to be desirable to management (not to railwaymen most of whom, at this time, were proud of their allegiance to the former companies). All former Southern Railway lines west of Exeter came under WR control in the reshuffle, hardly compensated by the Newbury to Winchester (Didcot, Newbury & Southampton Railway), and the Reading to Basingstoke cross-country links going to the SR.

A new Ocean Liner Terminal was opened by the Prime Minister at Southampton on 31 July: built to cater for the trans-Atlantic passenger business it was ultimately demolished. The entry into service of the jet airliner which, over the years, siphoned off the traffic, made the magnificent building redundant. Only an occasion-

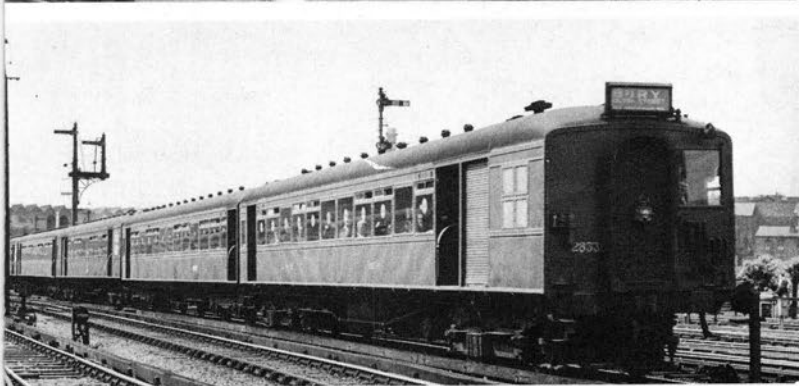
al cruise liner now docks at Southampton and, as a result, only the occasional boat train runs from Waterloo.

Some changes were effected in connection with a number of lines in the London area, hitherto the responsibility of the Railway Executive. The lines from Finchley Central to Mill Hill East, from White City to Ealing Broadway, the Whitechapel and Bow, and the East London Railways were taken over by the London Transport Executive.

Two challengers to steam arrived on the scene in the shapes of an 827hp Bo+Bo diesel-electric locomotive potentially for branch line work, and the former GWR's first gas turbine unit.

LMR Class '2' 2-6-2T No 41272 emerged from Crewe works, the 7,000th locomotive to be built there.

In a continuing programme to improve passenger facilities, so decimated during and immediately after the war, a number of alterations and innovations were introduced for the summer services. A somewhat complicated juggling act was perfected entailing the withdrawal of some poorly patronised trains to make way for others to operate on a regular basis. Special attention was to be given to the heavily loaded weekend services, a policy that in future years was to be completely out of favour. Seasonal traffic would never again be a priority, involving as it did the lying idle of a large amount of rolling stock during the winter period. New cross-country services were introduced such as Newcastle-Lowestoft and return,



Below left:

The Waterloo & City Line, that rather obscure bit of underground railway from Waterloo to the Bank, was a part of the SR and so became State owned too. Particularly to the people who regularly used it the line is known as the 'Drain'. Rather like the pit ponies who were destined to spend most of their lives below ground, the trains only came to the surface when essential maintenance is called for. There is no physical connection with the main system and a hoist is brought into operation to get cars to the surface from where they are able to move under their own power to works. One of the trains, newly outshopped in green livery, is seen at Waterloo on 28 April 1950. C. C. B. Herbert

Bottom left:

Unmistakably Lancashire & Yorkshire is this electric train leaving Manchester Victoria for Bury on 26 July 1950. The line is an odd man out being energised at 1,200V dc thus isolating the stock from the rest of the system. Another unusual feature is the method of current collection which is by side contact with the third rail protected by wood guarding, the rail, in channel section, and the collector shoes are pressed against the inside web of the rail by a coiled spring. The all-steel L&Y stock was replaced in 1961 and to-day, the station at Bury Bolton Street, shown on the destination blind has now made way for a bus/rail interchange at Bury. Ian Allan Library

Right:

Generally speaking railway companies, in the past, have not particularly concerned themselves with the interest taken in their activities by members of the public, especially the type of individual making a point of perusing books such as this one. The GWR was ever aware of this regard for their business and catered for it by arranging for the publication of booklets of railway interest: the author recalls that it was possible to acquaint himself with the name of every GW locomotive in service by this means. Speculation, then, was rife when it was confirmed that the four groups were to be swallowed up in a state system after 1947. Would there be a civil service type of unimaginative and unemotional management, faceless men with not a notion of what railway enthusiasm was all about? The first inkling that all might be well came on 26 November when the ER arranged a great day out for some 400 enthusiasts. The occasion was the last run by the lone survivor of a famous class, No 62822, the last Great Northern Atlantic in service. The final journey was from King's Cross to Doncaster where, on arrival, the engine was taken out of service. A great day was enjoyed by all. No 62822 is seen at Grantham heading the 4.05pm stopping train to Boston on 24 June 1949, a type of duty far removed from the heady days when hauling East Coast expresses was a normal day's work. *P. J. Lynch*

and Bournemouth West to Sheffield running on specific days. Attention was being paid to ways and means by which services on other routes could be accelerated. A move was to be made towards the standardisation of departure times, a practice with which surely no one could quarrel. A number of long distance expresses were scheduled to call at certain outer suburban stations relieving travellers of the necessity to travel into London to join their trains.

Four new named trains were to be introduced: the 'Easterling', Liverpool Street-Yarmouth and return; the 'Broadsmen', Sheringham and Cromer to Liverpool Street and return; the 'Red Dragon', Carmarthen to Paddington and return, and the 'Tynesider', King's Cross to Newcastle and return.

On the maritime front new steamer services were scheduled between Folkestone and Boulogne and Dover and Ostend.

Other rail facilities included cheap excursions and trips. Later in the year a following programme of improvements would be carried out as the winter timetable came into operation.

An announcement was made of the impending retirement of Sir Eustace Missenden from the Chairmanship of the Railway Executive; he would be succeeded by Sir John Elliot, both men officers of the former Southern Railway.

The line from Queenborough to Leysdown on the Isle of Sheppey ceased operation on 2 December. This branch on the SR was originally laid out by the well known (in railway circles) Col H. F. Stephens and leased to the SECR, which company took it over in 1905.





Left:
 GW enterprise in exploring the possibilities of new forms of motive power to replace steam produced two gas turbine locomotives, one built in Switzerland by the company of Brown-Boveri, and a second by Metropolitan-Vickers of Great Britain. The Swiss product, after what were described as successful trials on home ground, took to BR metals early in the year. Numbered 18000 it was of the double-ended type. The power unit was made up of the turbine, compressor, heat exchanger, combustion chamber and geared generator. Some oil, both for the fuel supply and lubricating purposes and coolant was carried in the roof, and further supplies in the centre of the main frame.

The photograph shows the locomotive passing Reading General, (sometime after the closing of the SR station the suffix was dropped), with the 11.15am from Weston-super-Mare to Paddington on 12 May 1951. The locomotive was eventually returned to the manufacturers, who have preserved it. *P. J. Lynch*



Bottom left:
 The control panel of No 18000.
 BR

Above right:

Sir Henry Fowler's Class 7F 2-8-0s numbered only 11, six built by the Midland Railway at Derby in 1914, and the remainder, with larger boilers, by Robert Stephenson & Co in 1925. All were eventually fitted with the smaller boiler but No 53807 was still in the original and much chunkier looking condition as it heaved up the 1 in 50 out of Bath in June 1950. Class 4F 0-6-0 No 44096 was giving rear end assistance and would drop off as the freight train entered Coombe Down Tunnel at the top of the gradient. The locomotive was the last survivor of the '7Fs' when withdrawn in 1964. These 2-8-0s were almost wholly confined to the hilly Somerset & Dorset line but a preserved specimen, No 13809, has ranged somewhat more widely over BR with enthusiasts' specials.

P. J. Lynch

Right:

In 1950 the only example of the former Midland Railway Class 3P 4-4-0s regularly seen in London was No 762, allocated to Bedford depot. On 12 May she worked home on the 6.52pm from St Pancras from which station she is seen departing beneath vintage LNER signals erected during World War 2. No 762 was finally taken out of traffic in February 1951 having escaped BR numbering and still with LMS on the tender.

P. J. Lynch





Above:

A well known last survivor of the LNWR's 19in mixed traffic locomotives, No 8824, originally totalling 170 engines. Note the inside cylinders, not common in Britain with this wheel arrangement, other examples being the company's 'Prince of Wales' class and the LNER Class B12 locomotives of the LNER. No 8824 is seen at Spings Branch (Wigan) in April 1949, becoming somewhat damp in a heavy downpour of rain. Withdrawn in April 1950 the engine never carried any BR identification. *P. J. Lynch*



Left:

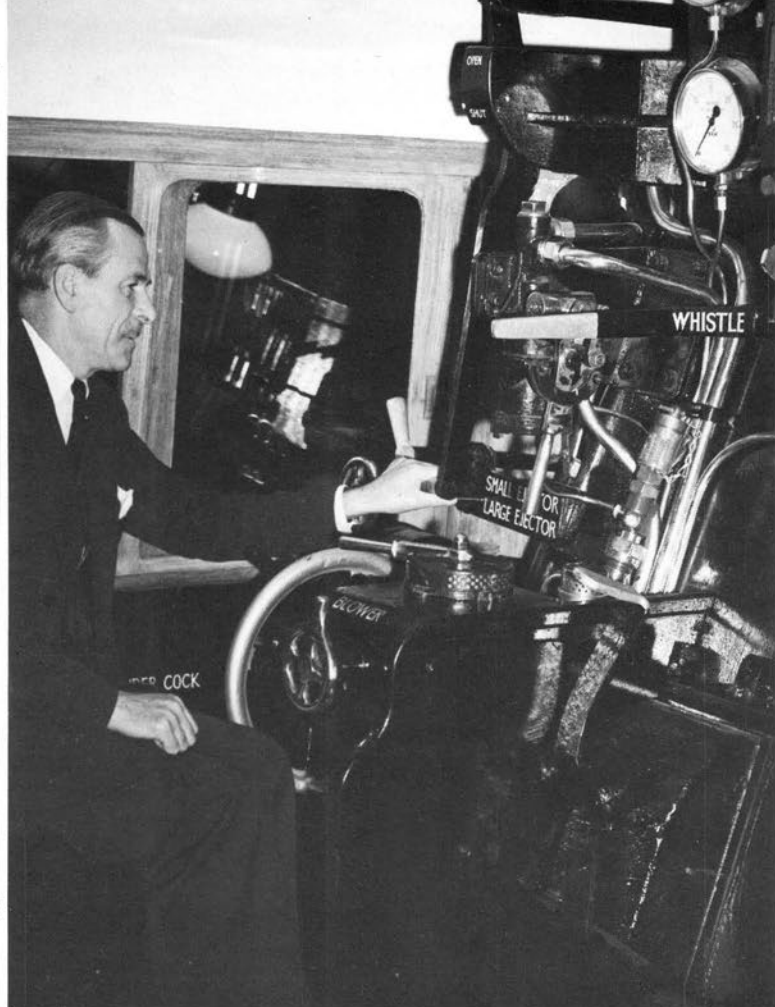
In June the LMR's 'Royal Scot' blossomed forth with a new style headboard showing the Scottish lion on a yellow shield above the title. Also, as shown in the illustration, the carriage roof boards were painted in the Royal Stuart tartan. Menu cards in the restaurant cars carried a special 'Royal Scot' emblem and staff displayed a similar item in their jacket lapels. *BR*

Right:

Mr R. A. Riddles head of the design team responsible for the construction of the BR Standard locomotives, photographed seated in the mock-up of a Standard locomotive cab. From a comfortable seat the driver is able to operate all controls without the necessity to stand up. Prominent is the reversing wheel turned at right angles to ease strain on the driver when fully reversing. The mock-up was put on exhibition at Marylebone station where inspectors and drivers were invited to express their opinions, and to obtain their cooperation for the new policy. *Ian Allan Library*

Below:

Nameplate of 'Battle of Britain' class 4-6-2 No 34090 commemorating the former Southern Railway General Manager and the first Chairman of the Railway Executive. *Lens of Sutton*



1951

Below:

The first BR Standard locomotive, Class 7MT 4-6-2 No 70000 *Britannia* photographed near Chelmsford with a Norwich-Liverpool Street express in March 1951. Immediately to catch the eye was the high running plate for easy access during maintenance. The 'Britannias' were the first Pacifics to run in Britain equipped with only two cylinders. A self-cleaning smokebox, rocking grate and roller bearings were some of the refinements to be found on the locomotive. The first 15 engines were allocated to the Great Eastern Line of the ER where they revolutionised the timetable on the Norwich and Cambridge services.

P. Ransome-Wallis



Below:

Mr John Elliot, former Deputy General Manager of the Southern Railway appointed Chairman of the Railway Executive in succession to Sir Eustace Missenden as from 31 January. *BR*

Below right:

One of the former LNWR Willesden–Earls Court sets that were modified to work the Lancaster, Morecambe & Heysham line after the installation of the new electrical equipment. It is seen en route from Heysham to Lancaster (Green Ayre) on 17 August 1953. Services were eventually withdrawn at the end of 1965. *BR*

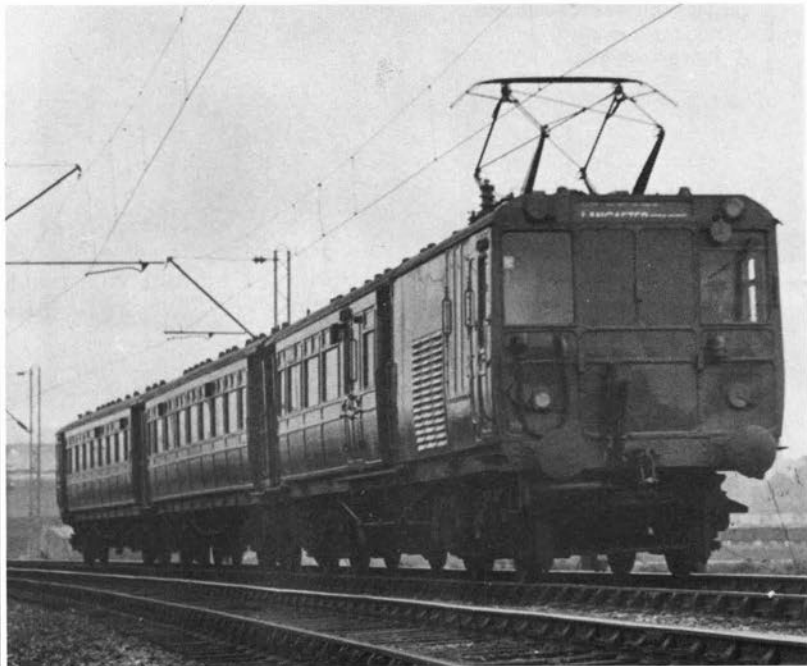


1951 was an important occasion in the life of the nation with the staging of the Festival of Britain, an event which it was hoped would boost morale – by now at something of a low ebb thanks to the combined effects of a life-style still cramped by austerity and the fuel shortage. To mark the occasion BR bestowed titles on the following five services in each direction. They were: the 'Red Rose', Euston to Liverpool; the 'Heart of Midlothian', King's Cross to York and Edinburgh; the 'Merchant Venturer', Paddington to Bath and Bristol; the 'William Shakespeare', Paddington to Wolverhampton, and the 'Royal Wessex', Weymouth and Bournemouth to Waterloo.

Mindful of the need to uphold the railways' safety record, trials and experiments were continually being carried out – as it stood the Great Western-pattern audible train control presented problems where electrified tracks were involved.

Experience gained over a 12-month period operating the two double-deck EMUs on the Eastern Section of the SR decided the Railway Executive that this type of train had too many disadvantages to warrant any expansion in the field. Future plans to accommodate the ever increasing passenger traffic on the routes concerned would include new rolling stock, lengthening platforms and the running of 10-coach formations in place of the normal eight.

The end of World War 2 found Britain's rail system in a parlous state; delayed maintenance on overworked machinery was hindering management in the task of licking the unified system into shape. First steps to resolve the situation were taken with the announcement of a rolling stock building programme for the year. Planned was the construction of 400 locomotives, 2,440 coaches and 39,975 freight vehicles. This new construction would include the first examples of standard designs in rolling stock in all categories.





As from 31 January Sir John Elliot assumed the post of Chairmanship of the Railway Executive.

The closure of unremunerative branch lines continued with no fewer than 133 earmarked for the year, and this before the advent of Dr Beeching. A notable closure was that of the East Kent Railway serving the Kent collieries to provide a connection with the SR main line at Shepherd's Well near Dover. Tilmanstone pit, however, would still retain rail facilities.

On 3 March A. H. Peppercorn died. He was the last CME of the LNER, a position he had taken over from Edward Thompson in 1946 and which he continued to hold, until his retirement in 1949, with the Eastern and North Eastern Regions.

Culmination of the former Southern Railway's plan to build three diesel-electric locomotives for main line express work came with the appearance of the first of the trio, No 10201. Work on the locomotive had been shared between O. V. S. Bulleid and C. M. Cock, the former concerned with the mechanical and the latter with the power equipment.

Representing the old order for motive power was the debut of the first BR-designed steam locomotive, No 70000 the first of a stud of 55 Class 7MT 4-6-2 engines. A naming ceremony was later to be held at Marylebone station when the name *Britannia* was unveiled by the Minister of Transport, Mr Alfred Barnes. It

Above:

After trials on its home Region the first SR main line diesel-electric locomotive, No 10201 was to be seen at work early in the year on the Midland main line. Together with its two sisters and the LMR's Nos 10000 and 10001, the engine handled a variety of trains, freight and passenger on both the SR and LMR during its short life. From these five locomotives was derived the inspiration that produced the successful Type 4 (Class 40) diesels in 1958. Withdrawn in 1963 the three Southern engines lay out of use for over five years before the final journey to the breaker's yard at Cashmores. With some thousands of miles behind her, No 10201 is seen leaving Derby with the 12.5pm to St Pancras, for a period a regular turn for the diesels. Photographed on 22 May 1957. *R. J. Buckley*

Above Left:

The second Standard locomotive to take to the rails was the Class 5MT 4-6-0. Based on the ubiquitous Stanier 'Black Five', a number of the class were later turned out with the Caprotti valve gear – Nos 73125 to 73154. Like the 'Britannias' the engines were at first fitted with the pleasant sounding chime whistle, subsequently removed, though the Pacifics retained theirs. No 73010 is seen hurrying past Mill Hill on 11 July 1953 with a Bradford (Forster Square)–St Pancras express. *Stanley Creer*

Right:

One of the saddest periods in early BR history saw the erosion of bulk fish carrying contracts, business once the preserve of the railway. From about 1954 the fish merchants had begun to favour road in preference to rail as a result of which, by 1964, more than 50% of this business had been lost to the road haulier. What consignments remained to the railway were not even meeting direct costs. In an effort to reorganise BR invited the industry to co-operate in order that a new programme entailing fewer trains running direct to distribution railheads could be put into effect. There was a limited response to this appeal but more business was transferred to road; the merchants who voted to stay with rail were finally lost as a result of the bungling of the revised train plan. The photograph records 'Royal Scot' class 4-6-0 No 46135 the *East Lancashire Regiment* of Edge Hill, heading an afternoon fish train from Wyre Dock (Fleetwood) to Broad Street on 14 May 1951. This was probably a Crewe running in turn as the pristine condition of the engine might indicate. It was at this time a Crewe North duty.

B. K. B. Green

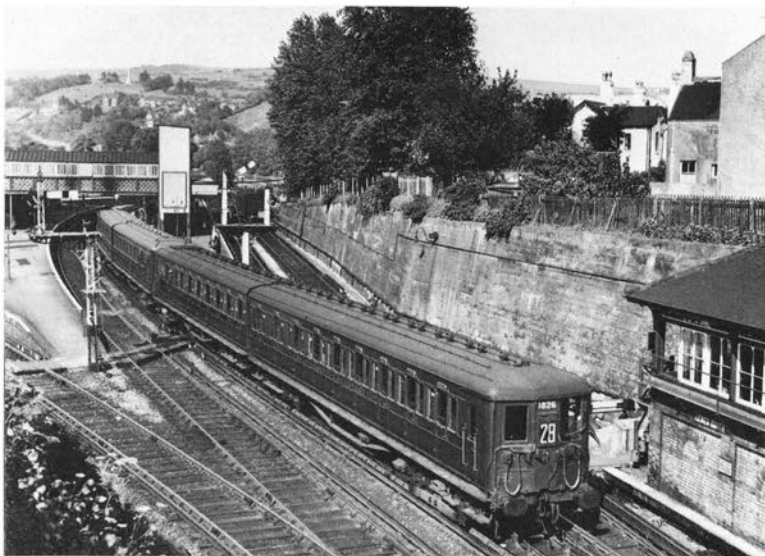
Above right:

Class 04/8 2-8-0 No 63828 heads out of Scarborough with a freight bound for Hull on 28 June 1951. The engine is a Robinson design but rebuilt with a 100A 'B1' type boiler, though retaining original cylinders and framing. Note the LNWR 12-wheeler on the left lettered LMS and Third. P. J. Lynch



was unfortunate that the members of the class in service at the time had to be taken out of traffic after a connecting rod on No 70004 *William Shakespeare* broke when the engine was hauling the 'Golden Arrow' in October.

A committee report on the future type of any electrification scheme in Britain ruled that the system adopted be on the 1,500V DC method – excluding, of course, the third-rail current collection in operation on the SR and LT lines. This decision, however, was later to be reversed after information had filtered through concerning the results of the experiments carried out on the Continent with high voltage AC current systems. Suitably impressed the Railway Executive decided to carry out its own trials using as a guinea pig the short Lancaster, Morecambe & Heysham electrified line. The rolling stock, due for replacement anyway, was withdrawn and steam pull and push units began operating the timetable while new equipment was installed for high voltage trials. Three former



Above:

A train of 1938 London Transport stock photographed leaving Bushey, that most familiar location with water troughs. Bakerloo Line trains from the Elephant & Castle moved on to these LMR metals at Queen's Park for the journey to Watford Junction. LT trains no longer travel to Watford, though, at the time of writing a peak hour service to Harrow & Wealdstone is operated. Following a pleasant trend London Regional Transport staff at Stonebridge Park depot repainted a set of this stock in prewar red livery, including grey roof and cream window frames. The photograph was taken on 23 August 1951.

J. C. Flemmons

Above left:

Two 2-NOL non-lavatory units forming a stopping service from Ore, Hastings and Eastbourne to Brighton, leave Lewes on 5 June 1951.

Introduced in 1935 the type was originally built for this cross-country route, but inevitably appearing elsewhere on the Central Section. Withdrawal of these units commenced in 1957 and the underframes of many were re-conditioned and fitted with all-steel bodies. *P. J. Lynch*

LNWR EMUs, redundant Siemens sets from the Willesden–Earls Court service, were modified and commenced trials in November 1952. When the line was electrified by the Midland Railway a single-phase, 25-cycles AC system at 6,000V was used. For the experiment the old voltage was retained to work on a 50-cycle single-phase AC method. From the results of these trials stemmed the eventual decision to adopt the high voltage industrial frequency AC system for all future electrification in the country, with, of course, the same proviso concerning the SR and LT.

Other work in the pipeline was the modernisation of the Euston station area with alterations to the layout and installation of colour-light signalling.

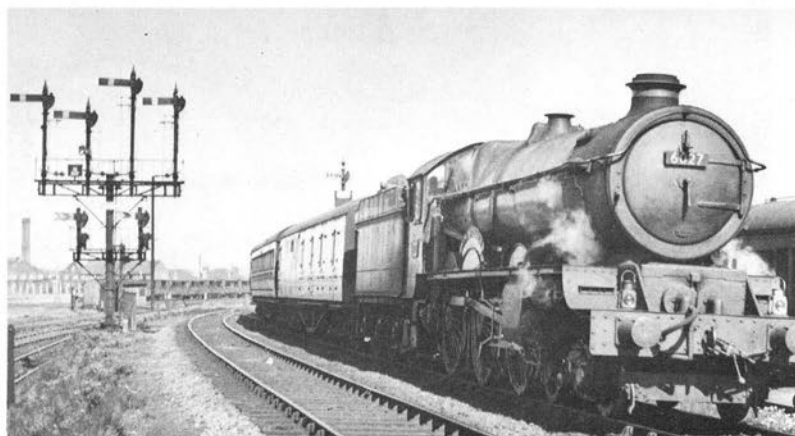
Attracting the attention of the public was the ambitious Festival of Britain display on the South Bank. A short distance from the main site, at the end of Hungerford Bridge, were displayed representatives of BR's latest hardware like Class 7MT No 70004 *William*

Right:

'King' class 4-6-0 No 6027 *King Richard I* of Laira, still in earlier condition, takes the curve between Reading and Reading West with the 3.30pm Paddington to the West Country, on 12 May 1951. Note the special miniature slip distant signals displayed for the guidance of guards operating slip coaches on up expresses. The 'Kings' were later fitted with double chimneys and high degree superheat, giving a boost to their performance in the closing years of WR steam. 1962 saw the withdrawal of all 30 engines in the class. It is recalled that the last slip coach operation in Britain took place at Bicester on 9 September 1960 and was from the 5.10pm Paddington-Birmingham express. *P. J. Lynch*

Above right:

In the motive power field an event calling for special note was the appearance of the Fell diesel-mechanical 4-8-4 locomotive. Incorporating a revolutionary design of transmission it was intended to eliminate the electrical equipment carried in the conventional diesel-electric engine, a cause of the initial high cost of production. Diesel-mechanical propulsion had been found satisfactory for working small power units, as, for example, shunting engines. For main line work the system could not be employed: the Fell locomotive was a serious attempt to rectify this situation. The No 10100 was allotted to this remarkable machine seen here at Derby in 1955. Sadly the locomotive came to an ignominious end by fire at Manchester Central in 1958. *P. H. Groom*



Shakespeare, No 10201, the SR's first main line diesel-electric and one of the new electric locomotives for the Manchester-Sheffield electrification. But a whole range of associated railway objects were on show on this memorable occasion.

Another important railway centre to have its signalling complex brought up to date was York when colour-light replaced the semaphore type in April.

Manpower and coal supply continued to give cause for concern and the year proved an anxious time for the country as a whole as the crisis developed. The situation obviously affected BR resulting in a drastic cutting back of services for the winter timetable, which had to be implemented two weeks before the scheduled date. What, one wonders, would have been the result if during the period of the 1984-85 pit strike, the country's rail motive power had been predominately dependent on coal as it was in 1951. The unusual step of replacing electric trains with steam traction was a feature of 1951 railway news. In addition to the Lancaster, Morecambe & Heysham temporary substitution, the 3½-mile former Lancashire & Yorkshire Bury-Holcombe Brook line which had been electrified on the 1,200V DC third-rail system was turned over to pull and push operation. In contrast to the LM&H this change was simply

the first stage in preparation for closure which duly took place on 5 May 1952.

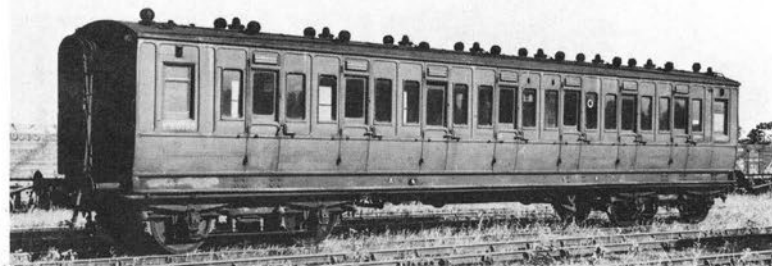
A salutary reminder of the debasement of the currency is this extract from the April 1951 edition of *Trains Illustrated*:

'Mr Cecil J. Allen spoke too soon when he hinted last month that the Hotels Executive were prepared to face the average loss of 8d (approx 3p) for every meal served in restaurant cars. The price for lunch and dinner on board a BR train has now advanced to 6s (30p) and afternoon teas to 2s (10p). In nine months, therefore, the cost of eating a meal while travelling has risen 50%'

Following quickly on the heels of *Britannia* came two more Standard classes, both 4-6-0 types and both for mixed traffic duties, the Class 5 numbered in the 73xxx series and the Class 4 75xxx.

The painting of top link express passenger locomotives in blue livery was to be discontinued when stocks were exhausted.

A privately owned light railway casualty was the North Sunderland Railway connecting the fishing village of Seahouses with the ECML at Chathill. For about 12 years the line had been managed by the District Goods Superintendent at Newcastle and motive power had been a Class Y7 0-4-0T. Closure came on 7 October.



Below left:

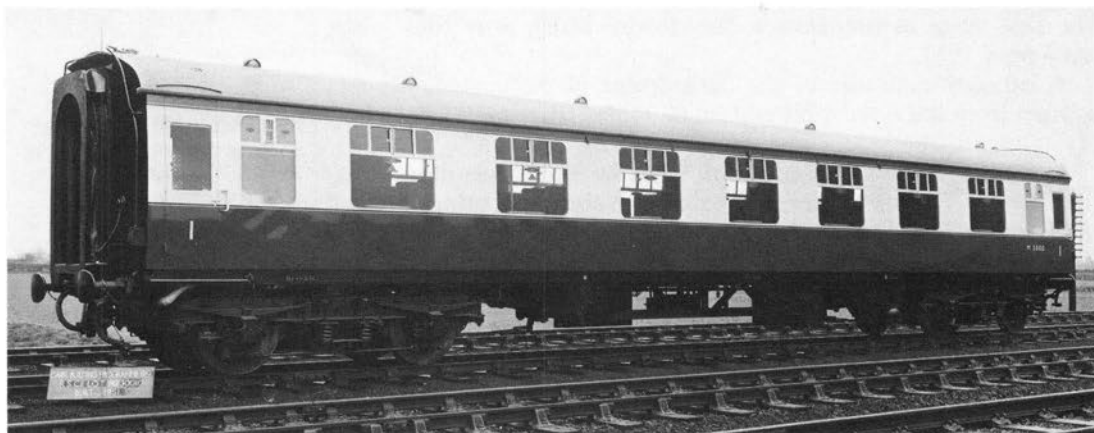
A great variety of vintage coaching stock passed into the hands of BR in 1948, its life having been prolonged by the war. The eastern counties were a veritable treasure house of interesting specimens, perhaps nowhere more so than on the Midland & Great Northern Joint section operated by the LNER since 1936. Catching the afternoon sun at South Lynn in June 1951 was a real hand-me-down, No E60130, which had originated at the LNWR's Wolverton carriage works in 1899. Only one of the seven third class compartments was designated non-smoking by means of a gold circular notice on a single window.

P. J. Lynch

Bottom left:

Included in the nationalised system was the Vale of Rheidol Railway, the 1ft 11½in gauge line running from the Welsh resort of Aberystwyth to Devil's Bridge, 860ft above sea level on Plynlymon; clinging to the side of the valley it twists and turns for nearly 12 miles. Despite a subsequent decline in trade this line had somehow survived when other little railways in the Principality had gone under. A tenuous existence, however, was led in the 1950s when it seemed as if BR was about to brush it aside. Happily such vandalism was avoided and thanks to the LMR, under whose control the line came, and the efforts of a Supporters Association, its future would seem assured. The photograph is a view of the top end of the line at Devil's Bridge with, on the left, a train from Aberystwyth seen after arrival with 2-6-2T No 9 *Prince of Wales* at the head. On the right, preparing to descend to the town with its train is sister locomotive No 7 *Owain Glyndwr*. The date is 15 August 1951, the height of the holiday season, yet the terminus is remarkably deserted. *R. H. G. Simpson*





Above:

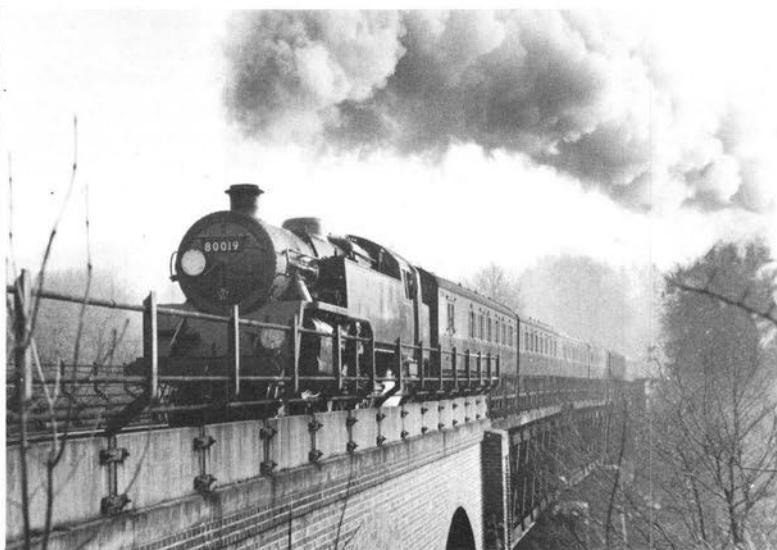
The first examples of new standard coaching stock appeared in March. Buckeye couplers and an increase in length – by 3ft 6in to 63ft 6in – were features of the new vehicles. The illustration is of an Open First, built at York.

BR

Right:

The first Standard tank locomotive emerged from Brighton works in June, a 2-6-4 type classed '4' for power and the first of ten to be allocated to the SR. Based on the Stanier and Fairburn engines 155 were built in the '80xxx' series. The illustration shows No 80019 making a rapid approach to Oxted station on a misty morning on 12 November 1955.

Stanley Creer



Below right:

A lighter version of the Standard Class 5 4-6-0 made an appearance in the shape of No 75000, built at Swindon. Classified '4' for power, the class had access to most of the network, a useful characteristic in the eyes of harassed shedmasters and foremen. No 75057 is seen leaving Luton for St Pancras with a stopping train from Bedford on 6 April 1957.

Stanley Creer





Top left:

To replace the life expired L&Y vehicles on the LMS Liverpool-Southport line, Derby works constructed a fleet of flush-sided open stock, 152 cars in all. BR's classification was 502 and, despite their age did not seem out of place alongside their successors, the Class 507. Leading a Southport to Liverpool train at Bank Hall on 14 October 1951 is Motor Open Brake Second No M28311. The photographer's remark on the reverse of the print will strike a chord in many an enthusiasts heart: 'Where' he asks 'is the glamour?'
Kenneth Field



Centre left:

Hughes of the L&Y built 75 4-6-0s between 1908 and 1925; one of the class, and the last survivor, is here seen at its home shed, Blackpool, on 2 April 1949. No 50455 was the only one of its class to receive the BR number and full title on the tender. On shed at the same time were sister engines Nos 10442 and 10448. Following the precedent set by the last run of the GN Atlantic No 62822, a similar outing was arranged for the L&Y engine from Blackpool to York on 1 July 1951. By contrast this turned out to be a very low key affair, passing almost unnoticed by some.
P. J. Lynch



Bottom left:

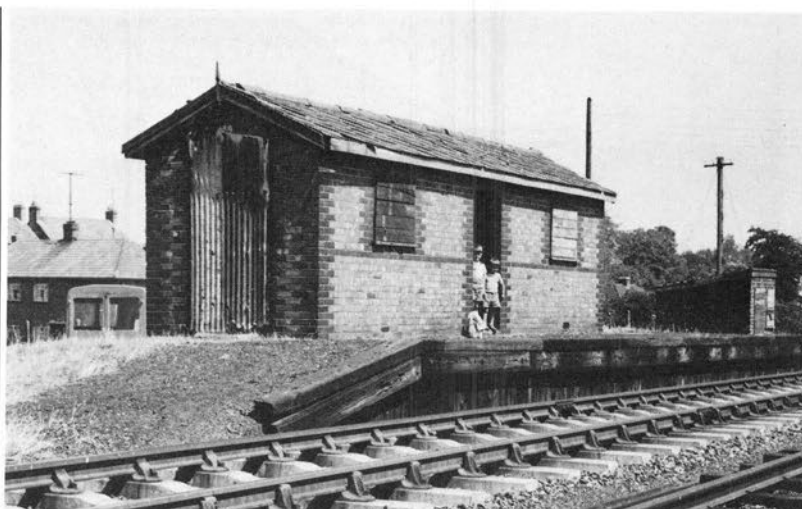
The extinction of a popular and well known class, the GW 'Bulldog' 4-4-0s, occurred at the year end; the two survivors were Nos 3453 *Seagull* and 3454 *Skylark*. *Seagull* is seen at Reading on 29 September with very little time left. If the preservation movement had been as strong then as it is today who would doubt that one of these two engines would have been saved?
P. J. Lynch

Right:

East Kent Railway architecture at Eythorne on the section remaining open after closure of the line to all normal commercial traffic in March 1951. J. H. Aston

Below:

Festival of Britain train, the 'Heart of Midlothian', King's Cross to York and Edinburgh, is seen passing Potters Bar on 28 July 1951 headed by Peppercorn Class A1 4-6-2 No 60120 *Kittiwake* shown with the original chimney. P. J. Lynch



1952

Below right:

The corporate image was gradually taking shape over the national system. Enamel station signs and nameboards were appearing with a coloured background appropriate to the Region: for the LMR it was maroon; for the ER dark blue; for the WR chocolate brown; for the SR green; for the NER orange, or tangerine as some would have it, and for the ScR light blue with a white surround was chosen, the colour of the patron saint's flag? To the author it all seemed a pleasant sight, better than the characterless black on white signs. Here at Paddington station is one of the WR's chocolate brown station adornments. *Stanley Creer*



Bottom right:

In 1932 the LMS rebuilt one of the old Johnson Class 1F 0-6-0Ts as a diesel shunter, the first six-coupled example to be seen on a British railway. This strange metamorphosis, numbered 1831, paved the way for the eventual proliferation of the very familiar 350hp shunting locomotives, most of which became Class 08 or 09 with English Electric engines. No 13160, scuttling up the main line near Stevenage on the ECML with an engineer's train in 1956 was one of the rather short-lived batch equipped with Blackstone power units and designated Class 10. *P. J. Lynch*



Below:

The beginning of the year saw the first 'Clan' Pacific in traffic; it had been planned to build more than the 10 locomotives actually constructed, some being earmarked for the SR. The additional engines never materialised which was perhaps, just as well, the class not appearing to be one of the more successful Standard types. The photograph records the kind of occasion enthusiasts hope for when out on the line. On a sizzling hot day on 15 June 1957 No 72009 *Clan Stewart* appeared curving away from Kettering station with the 10.30am Bradford (Forster Square)-St Pancras express providing the first recorded appearance of the class at the London terminus, and possibly at any other London station. Holbeck shed, it seemed, was somewhat pushed for motive power.
P. J. Lynch

Two events, one sad, the other horrific, cast a dark shadow over the nation in 1952: on 6 February King George VI, a monarch who enjoyed the affection of his people everywhere, passed away. The second traumatic event was the railway disaster at Harrow & Wealdstone station on the LMR when an overnight express from Scotland ran into the rear of a stationary commuter train. Compounding this tragedy was the arrival of a northbound train which plunged into the wreckage. 112 lives were lost in this, the worst accident on a British railway since Quintinshill, near Gretna Junction in 1915 involving a troop train.

It was announced that it was proposed to build 573 diesel shunting locomotives, some with mechanical transmission.

A new concept in rolling stock was introduced on the SR when EMUs built on salvaged underframes and equipped with the electro-pneumatic brake went into service.

A light version of the 'Britannia' Pacific made its debut in the shape of a Class 6MT engine, No 72000 *Clan Buchanan*. The first 10 locomotives were to work in Scotland with a further batch intended; in the event, no more 'Clans' were built.

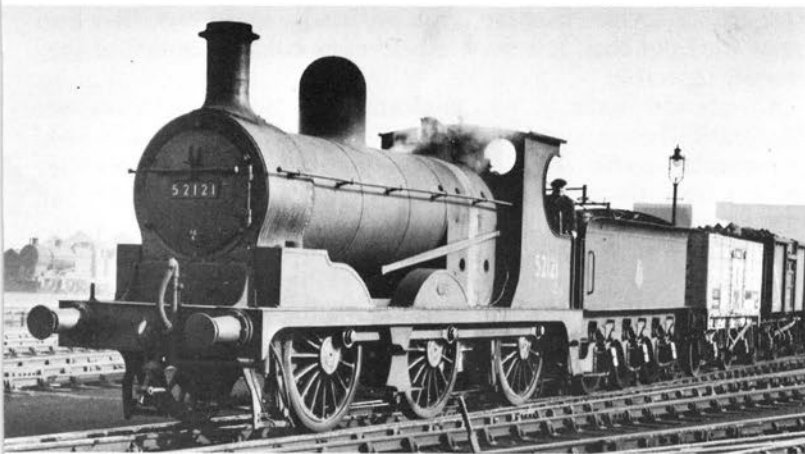
A news item in the June 1952 issue of *Trains Illustrated* stated that the Chairman of the Railway Executive had announced BR's intention to electrify the ECML possibly to Hitchin, or even to Grantham (!).

It was also proposed to try out Crosti-style boilers on 10 of the forthcoming BR Class 9F 2-10-0 locomotives.

An experiment carried out by the LMS was finally brought to a close when the 'Princess Royal' Pacific, built as a turbine-driven engine was rebuilt in conventional form only to meet a violent end shortly afterwards in the Harrow disaster already mentioned.

Further modernisation of the signalling system was carried out





Left:

In 1952 a number of one-time L&Y 0-6-0s were allocated to Midland depots at Nottingham, Normanton and Stourton. In October No 52121 could be found pottering around on local coal pilot duties at Nottingham shortly before returning, as did her sisters, to her old parent system. *P. J. Lynch*

Below left:

The possibilities of introducing DMUs on a large scale were being examined in the very early 1950s, well before the Modernisation Plan. In 1952 the ER borrowed GW 48-seater railcar No W20W with a view to establishing probable running times on Lincolnshire branches. On 17 October the railcar, then based on Lincoln, visited Immingham Dock as part of a long day's outing in the north of the county. After serving its purpose No W20W quickly returned home to the WR where it saw a further 10 years of service and is now preserved on the Kent & East Sussex Railway. *P. J. Lynch*



with the commissioning of a new power box at Euston replacing three old cabins.

A second gas-turbine locomotive appeared on the scene, a British-built unit from the Metro-Vick stable, part of the former GWR's order for two such machines.

A first stage in the electrification of the Woodhead route across the Pennines was completed on 4 February. The scheme, another pre-nationalisation enterprise by the LNER, would have been completed between Manchester and Sheffield if the war had not intervened. All freight traffic would henceforth be electrically hauled between Wath and Dunford Bridge. Particularly welcome was the prospect of the easier ascent of Worsborough bank, inclined at 1 in 40, located on this first completed section of the conversion.

One of the many considerations before the Railway Executive in the constant search for improved performance by the industry was in the field of braking systems. To consider the possibility of fitting all freight vehicles with automatic brakes a series of trial runs was instigated involving a train of 850 tons and running from Toton to Brent on the Midland main line. For the purpose of the trials 100 16ton coal wagons were fitted with the vacuum brake.

Welcome relief was afforded to both management and public when a considerable easing of fuel and labour problems allowed many of the cuts in passenger services to be restored. So confident

Below right:

Tip of the multiple-unit iceberg was seen when ACV Sales Ltd, in arrangement with BR, carried out trials with four-wheeled railcars powered by a bus type engine. A three-car unit was tried on some widely scattered branches, including some in Scotland and North Wales. On an afternoon in September 1952 a single car rattles past Fowler 2-6-2T No 40004 from Camden shunting the coal yard at St Albans Abbey. The branch from here to Watford Junction was the first line to try out these units, formed as three cars at peak hours, the middle vehicle being a trailer. Eventually BR decided they were not the answer to the branch line problem.

P. J. Lynch

Centre right:

A whiff of Scottish steam and hot oil at Keith (61c) shed on 23 July 1952. From left to right can be seen Class 3F 0-6-0 No 57634 a former Caledonian Railway McIntosh '652' class; Class 'D40' 4-4-0 No 62275 *Sir David Stewart* designed by T. E. Heywood and No 62256 a Pickersgill engine, both Great North of Scotland types. Also present was Class B12/1 4-6-0 No 61508. *P. J. Lynch*

Bottom right:

The second gas turbine ordered by the GWR came on the scene and with a tractive effort of 60,000lb took its place as the most powerful locomotive in the country, capable of a maximum speed of 90mph. The GW had required it to haul expresses unaided over the South Devon banks; the venture was a costly exercise, and came to nought. No 18100 is seen heading the down 'Merchant Venturer' near Thingley Junction in April 1952. The engine was eventually modified as an 25kV electric unit for driver training use on the Styal line section of the Manchester-Crewe main line. *Colin Montague*

were the authorities that the crisis was nearly at an end, that the trains were put back into service before the commencement of the summer timetable.

Already the victim of partial closure, the last open section of the Stratford-on-Avon & Midland Junction Railway was closed to passenger traffic on 7 April. The line, meandering across the country from Blisworth on the WCML to Broom, started life in 1908 after an amalgamation of the East & West Junction, Evesham, Redditch & Stratford-on-Avon Junction, and Towcester & Midland Junction Railways. At the grouping in 1923 the company became part of the LMS and at nationalisation the LMR.

An investigation into the feasibility of introducing diesel trains onto lightly loaded sections of the system ended with the proposal immediately to put into operation a £500,000 programme to do so.

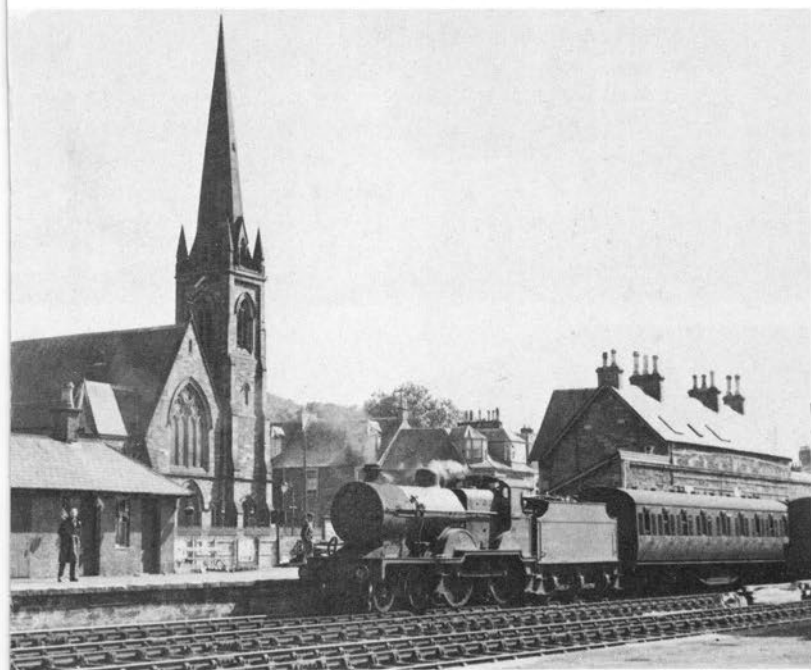
Sadly the first firm proposals to close most of the lines in the Isle of Wight were made. The Railway Executive intimated to the Islands's authorities that it was the intention to close the Newport-Freshwater and Newport-Sandown lines, and eventually the Ryde-Cowes section.





Left:

One of the busiest regions in the holiday season is the Western, serving as it does, the ever popular West Country resorts. Sadly many are no longer rail connected and the increasing car owning population has resulted in the traffic density on the route being now a shadow of its former self. Prior to this WR resources were stretched to the utmost at peak travelling times and recourse was made to the use of some of the region's Class 7F 2-8-0 engines. One such occasion is recorded here showing No 4702 at Paddington before departure with the 12.30 (SO) to Plymouth on 9 August 1952. *Stanley Creer*



Below left:

A tranquil summer scene at Kirkcudbright on 30 July 1952 as Class 2P 4-4-0 No 40614 simmers gently at the head of the 4.54pm to Dumfries. The branch joined the Stranraer-Dumfries main line at Castle Douglas and was closed on 3 May 1965. Quickly to follow, the next month, was the whole of the route from Stranraer (Challoch Junction) to Dumfries. *W. J. Alcock*



Bottom left:

On the SR the withdrawal of Class 13 4-4-2T No 32091 was of interest. D. Earle Marsh had been very disappointed with the performance of two earlier designs of 4-4-2T by him, but the undoubted success of the '13s' was a vindication. Marsh was a pioneer in superheating and the LNER learnt a lesson from him when that company and the LB&SCR carried out an interchange of locomotives in 1909 on the 'Sunny South Express'. No 32091 was the last of class. In the photograph, on what must have been a penultimate or last duty, is No 32023 on 28 July 1951 at Redhill station. Withdrawn a few days later it was one of the engines used in the interchange.

Stanley Creer

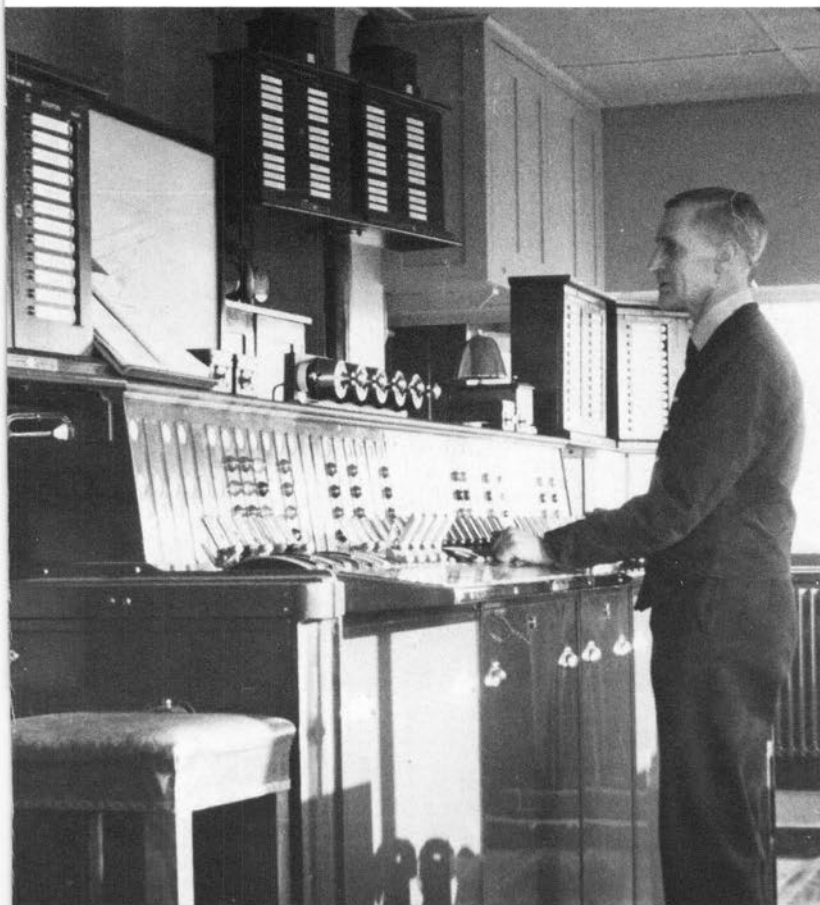
Right:

Out of Swindon works came the next Standard locomotive, a Class 3 2-6-2T; one of the series, No 82011, is seen shunting on the Canal branch at Bude, Cornwall. The first 20 engines were shared equally between the Western and Southern Regions and eventually totalled 45. Photographed in September 1956. *M. R. Galley*

Below right:

When the body of King George V was conveyed in the funeral train from Paddington to Windsor in 1936 the special was hauled by 'Castle' class 4-6-0 No 4082 *Windsor Castle* which the King, with Queen Mary had driven during their visit to Swindon works in 1924. The same locomotive would have been rostered to take the funeral train for King George VI but was not in fit condition and it was decided to substitute postwar 'Castle' No 7013 *Bristol Castle*. There was some controversy when the identities of the two locomotives were switched but they retained their new names and numbers. However, the special cabside commemorative plaques carried by the original No 4082 after the royal visit of 1924 were only transferred temporarily to the former *Bristol Castle* here seen in its latter day guise. It was surely a strange coincidence that, when emerging new from Swindon in 1948, No 7013 was erroneously reported in the *Railway Magazine* as being painted black, to be corrected in a following edition. *P. J. Lynch*





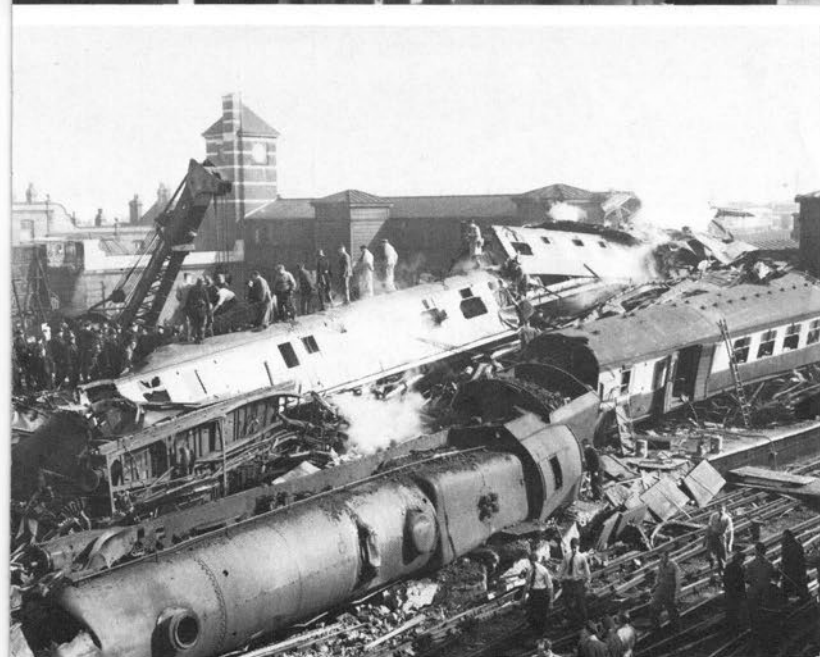
Left:

When first reading the details of the 1980s Brighton line resignalling scheme, a feeling of *deja vu* was experienced by the author, for 1950 saw the commencement of another technological revolution in the line's signalling system, the first stage of which was completed in 1950, and included the installation of colour light in place of semaphore signals. The second stage, between Battersea Park and Selhurst was activated in 1952. Miniature type lever frames were a feature of the new boxes, with train describers replacing block bells. Illustrated is the interior of Balham Junction box showing the lever frame, illuminated diagram, and the train describers to the left and right of the diagram. This box, with many others became redundant in 1984.

Stanley Creer

Below left:

At about 8.20am on 8 October the overnight 8.15pm Perth-Euston sleeper ran into the rear of the 7.31am Tring-Euston local which was standing in Harrow & Wealdstone station. A few minutes later the 8am Euston-Liverpool and Manchester express double-headed by the recently converted turbine locomotive 4-6-2 No 46202 *Princess Anne*, and 'Jubilee' class 4-6-0 No 45637 *Windward Islands* ploughed into the wreckage. The paramount question why the Perth train ran through signals at danger was never able to be answered, the engine crew losing their lives in the crash. With the loss of 112 lives the disaster ranked as the second worst in British railway history, after the terrible accident at Gretna in 1915. The photograph shows the chaotic scene at Harrow, with No 46202 prominent in the foreground. *Keystone*



Above right:

The numerically small class of former Highland Railway 'Clan Goods' 4-6-0s – only eight were built – were six strong on 1 January 1948, despite their age, being built during 1917–19. The last of the class was scrapped in 1952. One of the small band, No 17954, is seen at Inverness in June 1947. P. J. Lynch



Centre right:

December saw the closure of the Canterbury & Whitstable Railway, boasting to be the first line in the world to carry passengers in trains hauled by steam locomotives. Passenger services had ceased as far back as December 1930 and the length of the interval to the final closure bears witness to the value attached to the freight service it provided. Rebuilt Stirling 0-6-0T No 31010 of Class R1 is seen running round a train of brake vans forming an enthusiasts special on a farewell trip on 29 November. The line was actually reopened for a short period in 1953 to assist in transporting supplies to Canterbury after the devastation following the floods of that year. P. Ransome-Wallis



Below right:

Collection and delivery vehicles of the WR's road motor fleet. The poster advertises excursions from Gloucester to Weston-Super-Mare 7/- (35p), London 15/- (75p) and Blackpool 18/- (90p). Lens of Sutton

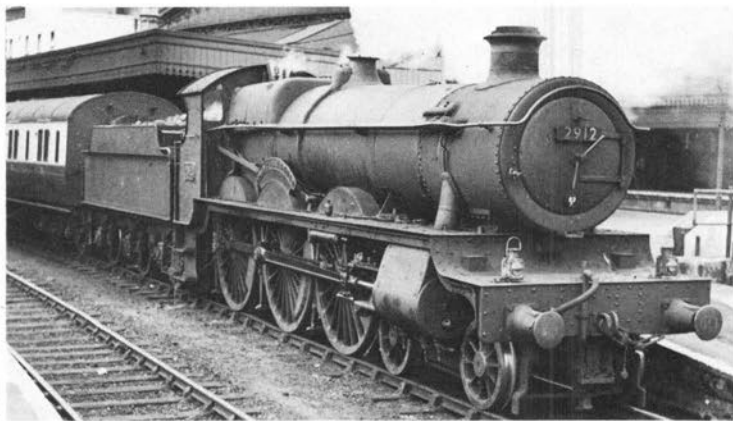


1953



Above right:
Poster produced for BR by the WR as a loyal tribute to Her Majesty Queen Elizabeth II, for display at railway stations in England and Wales from 12 May until the end of June. *BR*

Right:
The last 'Saint' class 4-6-0 No 2920 *Saint David* was withdrawn in October 1953, unfortunately before preservation became the fashion. In the photograph, another of the breed, No 2912 *Saint Ambrose*, one of the oldest of the class in BR ownership at the time, is seen waiting to leave Bristol Temple Meads with the 4.35pm train to Weymouth in June 1950. *P. J. Lynch*



Below:

By agreement between the users in the 1970s most advertising matter was removed from privately owned tank wagons. To-day many can be identified only by the yellow oval TOPS plate on the solebar. There were no such inhibitions in earlier years as evidenced by three colourful wagons, petrol tanks, outside Rigley's works at Bulwell Forest on the outskirts of Nottingham. Such rolling stock, with three-link couplings and no automatic break or through pipe, no longer has a place in the conveyance of dangerous goods on BR. P. J. Lynch

The return of a Conservative government in 1951 had sparked off speculation as to what changes, if any, the new administration would make – a reversion to private enterprise perhaps? Such a course was never embarked upon, even if it was ever contemplated. The nationalised road services did, however, see a partial hiving off of their services. For the railway it was proposed to abolish the Railway Executive and create instead area authorities; it was also decided to give management freedom to fix charges. These changes, along with others, were embodied in the 1953 Transport Act.

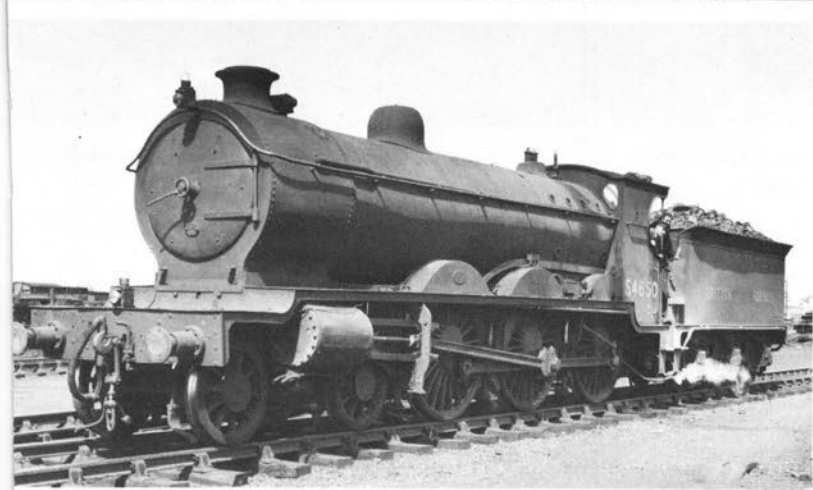
With the horror of the Harrow disaster fresh in the mind, the BR MV *Princess Victoria* plying between Stranraer and Larne became a total loss on being struck by a gigantic wave, the force of which burst open the doors to the car deck allowing water to engulf the lower part of the ship, after which the vessel foundered with the loss of 128 lives. The storm, of exceptional ferocity, erupted on 31 January and caused havoc over the country with the ER and SR suffering extensive damage on routes near to the east coast from Lincolnshire to as far south as Birchington. Through services on the ER's Tilbury section were disrupted as was the Harwich-Zeebrugge wagon ferry. The Wivenhoe-Brightlingsea branch of the ER looked set to fall victim to the forces of nature. Flood damage during the storm closed the line and rumours of a permanent eclipse began to circulate. Happily these fears proved groundless as the line was reopened on 7 December, more than 10 months after the dislocation. It was however only a reprieve, albeit a lengthy one: what the elements failed to do, Dr Beeching did, by including it in the sweeping closures brought about in the wake of his appointment as Chairman of the British Transport Commission. Services finally came to an end on 15 June 1964.

Two more Standard locomotive types emerged from works, both 2-6-0 types of Class 2 and Class 4 power.

More trouble with Pacific locomotives was encountered, this time the SR's 'Merchant Navy' class were the culprits when an axle on the middle pair of driving wheels on No 35020 *Bibby Line* fractured at Crewkerne.

In honour of the coronation of HM Queen Elizabeth II the





Above:

The GER's '1500' class inside cylinder 4-6-0s in their original form had small Belpaire boilers. In 1932 H. N. Gresley rebuilt several with larger round-topped boilers and long travel valves and eventually the majority of the class were so modified. Among them was No 61556, here seen leaving Cambridge on the 5.10pm to Colchester on 2 May 1953. This 'B12/3' was a comparative rarity, one of 20 built by the firm of William Beardmore & Co, their works No 150. It was withdrawn in 1957, at the very end of the period covered in this review. *P. J. Lynch*

Above left:

'Greyback' 4-6-0 No 54650 was built at St Rollox in 1916 as the first of the Caledonian Railway's Class 60. Further examples were built by the LMS after the grouping but were not the most successful of designs and by July 1952, when photographed at Kingmoor, the first of the class had become the last survivor, working from Motherwell depot. Just over a year later No 54560 was withdrawn, the very last of all the pre-grouping 4-6-0s to come into LMS ownership. *P. J. Lynch*

non-stop 'Capitals Ltd' between King's Cross and Edinburgh was renamed the 'Elizabethan'.

Lord Hurcomb was succeeded by Sir Brian Robertson in the Chairmanship of the Commission which, with the abolishing of the Railway Executive, would henceforth be directly responsible for the administration of BR.

BR's Anglo-Scottish services have always been heavily patronised and in the later postwar years competition from coach and air travel has increased dramatically. In the 1980s the threat from both modes of travel is greater than ever with planes and motor coaches providing ever increasing luxury and higher speeds, the latter hitherto one of the railway's best selling points. Every ounce of ingenuity is required of BR in the fight to keep ahead of the competition for custom. As long ago as the early 1950s BR was aware of the situation and in April countered with the introduction of a special cheap overnight service from London to Scotland.

Right:

Early in the year Standard Class 4 2-6-0s began to emerge from Horwich and Doncaster works. Hauling a tidy looking rake of nine LMR corridors in carmine and cream No 76014 climbs past Wandsworth Common towards Balham Junction with a summer Leicester-Hastings train on 11 August 1956. Resident for most of its life on the Western Section of the Southern Region the engine was at this time a Redhill inmate and seems to be a substitute for a Pacific duty, the responsibility of Brighton shed. *Stanley Creer*



Below:

The Standard Class 2 2-6-0s followed the '76xxx's' and No 78054 is seen preparing to move its featherweight train, the 10.10am from Craigellachie to Boat of Garten, away from Ballindalloch on a wet day on 22 June 1957.

C. J. B. Sanderson

Two trains called 'Starlight Specials' left London on Friday nights, one departing from Marylebone the other from St Pancras, at extremely competitive fares. The enterprise met with success and similar services run today.

In contrast to the continual improvements to the passenger side of BR's business, the former LNER's 'Green Arrow' freight service, discontinued with the outbreak of war, was introduced in May. This facility enabled traders to register by rail full wagon loads of freight traffic to export ports. Under this scheme railway contact points en route received an advance advice of the consignment's passage, and a constant watch was maintained until the goods were finally delivered.

The Transport Act of 1953 received the Royal Assent in May



and a significant result of this legislation was to give the railway greater flexibility to fix rates for their services. Details of the reorganisation were to follow later in a White Paper.

New works authorised by the Commission included the widening of the bottleneck between Barnet and Potters Bar on the main line out of King's Cross; the modernisation of Crewe (North) motive power depot and new construction of a similar installation at Thornaby in the NER.

The newly named 'Elizabethan' was running the 393 $\frac{3}{4}$ miles from King's Cross to Edinburgh non-stop in 6 $\frac{3}{4}$ hours, a reduction of 21min in the schedule of the previously named 'Capitals Ltd'. H. N. Gresley's magnificent Class A4 Pacifics were proving their mastery of the 11-coach 400ton train.

An important step in the onward march to re-equip the railway was taken with the decision to extend the ER's Shenfield electrification to Chelmsford as a first step towards the eventual goal of Southend (Victoria).

In the four weeks up to 27 December receipts from all sources were up by £1 $\frac{1}{4}$ million compared to the same period in 1952. Receipts for the whole year showed an increase of nearly £19 $\frac{1}{2}$ million, or approximately 4.8% over 1952 figures.

Abolition of the Railway Executive posed no problem for its Chairman, Sir John Elliot, whose distinguished career in railway service took a fresh turn when he was appointed Chairman of the London Transport Executive in succession to Lord Latham.

Below:

Hastening towards London in a bid to gain cover before a threatened summer thunderstorm, 'Jubilee' class 4-6-0 No 45605 *Cyprus* approaches Mill Hill with a Bradford (Forster Square)-St Pancras express. Note the small Fowler tender paired with the engine. St Pancras-Bradford trains ceased in April 1967 when Forster Square began to deal with only local services, travellers to the Yorkshire town having to repair to King's Cross for arrival at Bradford (Exchange). Photographed on 11 July 1953. Stanley Creer

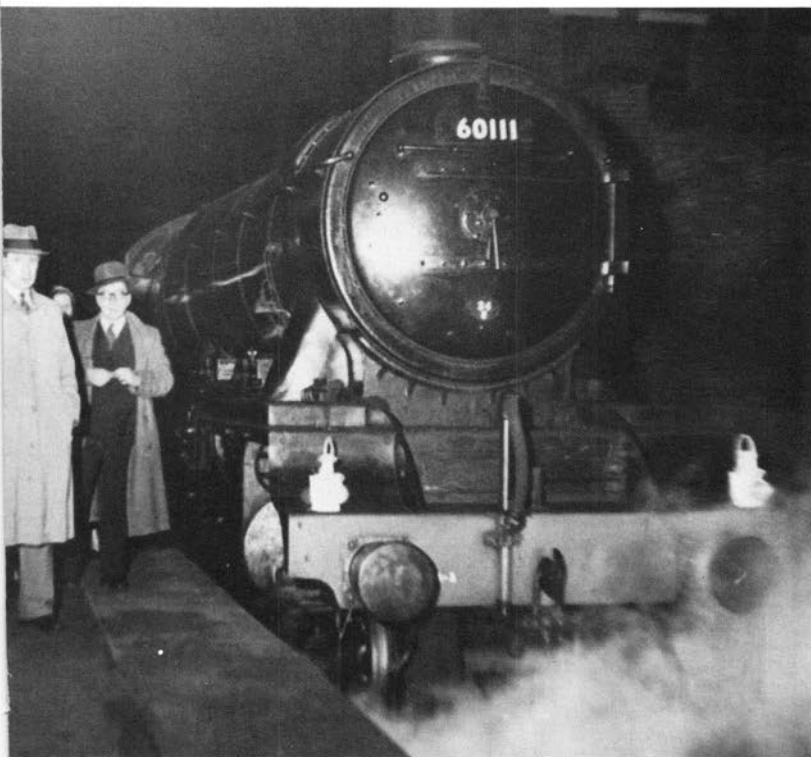




Above:
The up 'Norseman' from
Newcastle Tyne Commission
Quay to King's Cross
approaches Potters Bar on
5 September 1953 headed by
Class V2 2-6-2 No 60945.
Stanley Creer

Right:
Modernisation of Sunderland
station was carried out during
the year with the remodelling
of the concourse and
buildings. A new roof of the
glazed umbrella type replaced
the war damaged overall
structure. This is an example
of one of the many
rehabilitation tasks embarked
upon in the postwar years.
BR





Left:

One of the inaugural 'Starlight Specials' seen before departure from Marylebone station on the evening of 10 April. Whether by accident or design the choice of locomotive for the occasion was appropriate in the shape of Class A3 4-6-2 No 60111 *Enterprise*. The destination from here was Edinburgh (Waverley), the second train starting from St Pancras was for Glasgow (St Enoch). *Stanley Creer*

Below:

On to the BR scene rolled the smaller of the Standard 2-6-2Ts; there were 20 to begin with, an additional 10 engines not appearing until 1957. The class was allotted the numbers 84000 to 84029. Leaving Buckingham on 7 October 1956 is No 84002 with the auto shuttle to Bletchley. The line from here to Verney Junction closed on 7 September 1964. *Stanley Creer*



Right:

Class 02 0-4-4T No 20 *Shanklin* leaves Sandown on a Ryde-Shanklin train, destined to be the only service to survive on the Isle of Wight after electrification. Life expired London Transport stock eventually replaced the steam trains, an incongruous sight in the holiday isle. *Stanley Creer*

Centre right:

'Manor' Class 4-6-0 No 7803 *Barcote Manor* leaving Aberystwyth on 22 June with the 9.55am to Shrewsbury. Note the interesting pre-grouping coach behind the tender, a LNER brake third, contrasting with the second vehicle, a GW Hawksworth third. *P. J. Lynch*

Bottom right:

There was a time when it was possible to travel from Liverpool to Manchester by any of three routes: the L&Y from Exchange station, by the LNWR from Lime Street or by the Cheshire Lines Committee from Central station where 'Large Director' Class D/11 4-4-0 No 62662 *Prince of Wales* is seen after arrival with a stopping train from Stockport on 4 April 1953. The modernisation of the Merseyside rail system that included the lines in the Wirral peninsula involved the closing of Central and the demolishing of Exchange stations. An integrated service now operates between the Wirral and the area in and around the city, made possible by the long established Mersey Railway tunnel.

If the author's memory serves him correctly a 'Director' was not a particularly common sight here, the hard working Pollitt 4-4-0s of the GCR were more likely to be seen at the terminus. *Stanley Creer*





Above:

The 'Elizabethan' passing Selby on the down run on a summer Saturday in 1955 when it was booked to call at Newcastle. The headboard was not normally carried on Saturdays, or, if it was, it was reversed so that the title did not show. Heading the train is Class A4 4-6-2 No 60027 *Merlin*. P. J. Lynch



Left:

Double-headed trains on the old GW were a rare sight in the London area and here, leaving Ealing Broadway with a Reading-Paddington train is 2-6-2T No 6146 piloting 'Grange' class 4-6-0 No 6834 *Dummer Grange* on 27 August 1953. Stanley Creer

NEW STATIONS FOR OLD

Right:

Poster focussing attention on the work being carried out in the modernisation of stations. BR

Below:

The first Standard EMUs for the SR were 2-EPB units, ostensibly for strengthening the Eastern Section suburban trains to 10 coaches. They also replaced stock on the South London line from London Bridge to Victoria, and the single section from Wimbledon to West Croydon. In 1955 a modified version, built at Eastleigh, was earmarked for the Tyneside electric services. This stock, 15 two-car units, returned to the SR in 1963 when the Tyneside line was de-electrified. Motor Brake Second No 5764 with Driving Trailer Second is seen at West Croydon soon after entering service in 1954.

Lens of Sutton



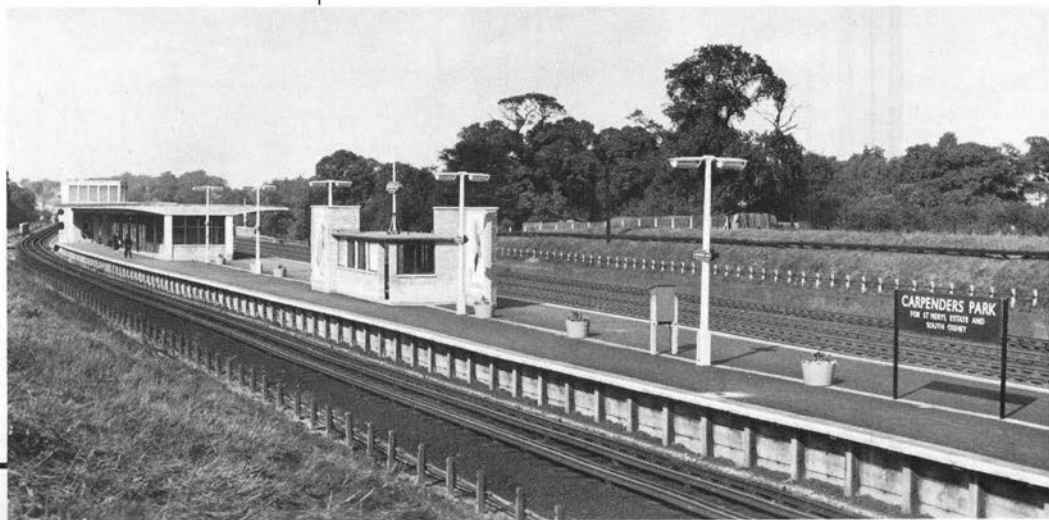
THESE TWO NEW STATIONS, DUE FOR COMPLETION IN 1954, ARE PART OF A SCHEME FOR THE REBUILDING AND MODERNISATION OF OLDER STATIONS FOR THE GREATER COMFORT AND CONVENIENCE OF OUR PASSENGERS



1954

Below:

Another station modernisation by BR, this time on the LMR at Carpenders Park on the Euston–Watford line. Costing £90,000 full advantage was taken of the availability of modern materials in the construction. Sited between housing estates the station was served by the LMR Watford electric trains and the Bakerloo line service of London Transport, the latter, now, however, operate only as far as Harrow & Wealdstone, and then only at peak times. Further cut-backs could be envisaged in the continual search for economies. *BR*



Below right:

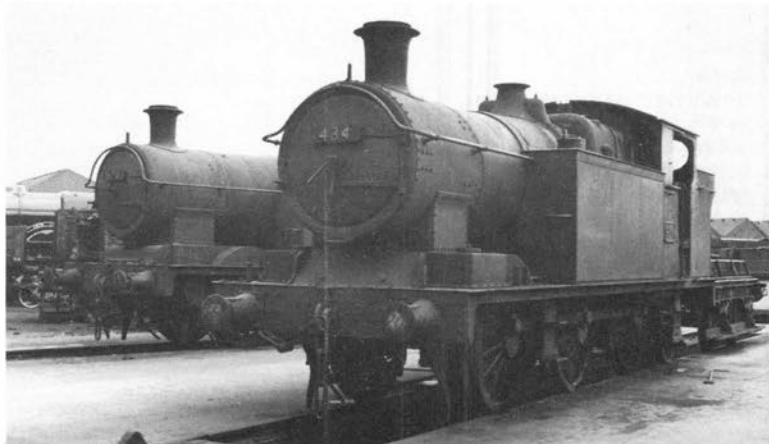
The old Brecon & Merthyr Railway owned 50 locomotives of which 47 survived to be absorbed by the GWR in 1922. Nos 48 and 49 were 0-6-2Ts which had only been put into traffic a year earlier. As with so many of the locomotives from the South Wales railways, they lost their identity by being rebuilt with standard GW boilers. Bearing their final numbers, 434 and 435 they are seen at Swindon works in April 1954 just after withdrawal as the last survivors of the B&M.
P. J. Lynch

Below:

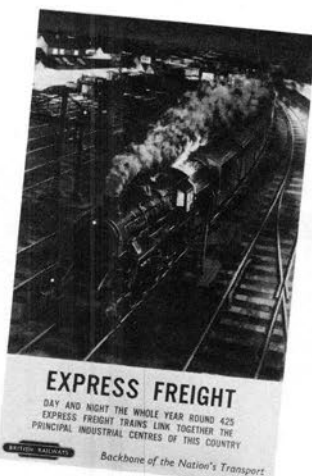
BR's first generation of DMUs was composed of a number of types from various manufacturers in addition to vehicles constructed at Derby, known as Derby lightweights. A two-car unit of the latter type is seen at Buckingham after arrival from Banbury on a pleasant morning in October 1956. This branch was also chosen for an experiment in an effort to cut costs by operating a single car. Replacing steam with these DMUs failed to save the line however, and services ceased in January 1961.
Stanley Creer

The prospects for state transport in 1954 seemed better than for some years. This attitude stemmed from the all-round improvement in a situation that had, hitherto, taken on the appearance of an extremely serious national emergency. Now, with the easing of the fuel crisis, improved availability of locomotives and freight rolling stock, allied to improved conditions in other spheres of activity in the transport world – and these activities included the road and inland waterways industries – the way ahead looked set to be a far less traumatic time than the immediate postwar years had been. Assisting in the speeding up of freight services and ensuring the quick turn round of wagons was the progressive modernisation of marshalling yards, in addition to the construction of entirely new installations.

Steps began to be taken in a move by the British Transport Commission in order to gain a controlling interest in the Pullman Car Co Ltd. Informing shareholders of the situation the company's Chairman recommended that the Commission's offer be accepted as in the best interest of all concerned. The Commission stressed



that if negotiations were successfully concluded there would be no change in the operation of Pullman services by the railway, and that, indeed, expansion would be the policy adopted. Readers may well give a wry smile when recalling the gradual erosion of this excellent form of rail travel. In 1984 it seemed that the era of Pullman travel was drawing to a close with just one service remaining in operation, that between London and Manchester. Unexpectedly the following year was to see a revival of this long established tradition. The summer timetable included new Pullman trains on the London Midland and Eastern Regions. A new weekday Inter-City Pullman offering high quality personal service to first class passengers commenced running between Liverpool and Euston, with four trains each way and given the title the 'Merseyside Pullman'. Five trains each way between Manchester and Euston – the 'Manchester Pullman' – also went into service. The stock is formed of new Mk IIIb first class coaches. The ECML also saw a return of the 'Yorkshire Pullman' with a newly refurbished Inter-City 125 set. This reversal of policy by BR is welcome but



Left:
 Footplate crews in the days of steam were regarded with affection by the travelling public, other grades on the railway were unable to share the limelight, being not exposed to the public eye. But they were equally important in the safe running of the trains. Signalmen were in this category and here the occupant of Watford No 2 signalbox co-operates with the photographer on a September day in 1954.
Stanley Creer



Below left:
 Inside the shed at Selby on an August Saturday afternoon with, from left, BR Class 4 2-6-0 No 76021; Class D20 4-4-0 No 62384; Class O6 0-8-0 No 63450 and Class J27 0-6-0 No 65861.
P. J. Lynch





Above:

Of all the Standard types to enter service the Class 9F 2-10-0 might be said to have received most acclaim. Built for heavy freight work it seemed, quite by accident, they could also be at home on top link passenger work. Two members of the class achieved notoriety after recorded speeds of between 80 and 90mph were logged. The best example was No 92184's feat of 90mph on the descent of Stoke bank when at the head of an up east coast express. This was an authenticated record. No such exotic performance could be expected from No 92051 of Saltley, seen leaving Derby Midland on 3 August 1957 hauling what was believed to be a Saturday Scarborough-King's Norton train.

P. J. Lynch

who would deny that the disappearance of the familiar chocolate and cream livery of the Pullman Car Co is to be regretted, things will not be quite the same again.

A new Woodhead tunnel was opened at a formal ceremony on 3 June by the Minister of Transport, the Right Hon Mr Lennox-Boyd. From 14 June all trains would henceforth be electrically hauled between Manchester and Penistone. Begun in 1949 the three-mile tunnel, replacing twin bores, took the main line through the Pennines between Woodhead and Dunford Bridge. Construction, found necessary because of the deterioration of the old single line tunnels, proved to be a long and hazardous undertaking, with at one stage the collapse of about 4,000 tons of shale and a continual shortage of labour. Coinciding with this latest extension of electric working was the introduction of associated services between Manchester, Hadfield and Glossop. The Penistone-Sheffield section remained to be completed.

The latest Standard locomotives to emerge from works were of particular interest. These were a Class 8 Pacific and a heavy freight 2-10-0; the former remained a single example, but the '9F' freight engine proliferated to a grand total of 251 and revealed itself as one of the best of the 12 Standard types. The Pacific, No 71000 *Duke of Gloucester*, proved to be an indifferent performer in BR hands but may subsequently be afforded the opportunity to vindicate itself through the admirable efforts of its present owners who rescued 71000 from the brink of destruction and have now restored it, with the prospect of joining the select band of steam locomotives allowed to haul special trains on BR's selected routes.

A White Paper published in 1954 on the reorganisation of BR refrained from proposing any sweeping changes as had been hinted in some quarters. Some decentralisation of management to local authorities within the Regions was envisaged with the object of improving relations with the staff, and to make closer contact with



the public. It was hoped, too, that such an arrangement would encourage initiative.

Figures published for the first half of the year showed that despite the increasing industrial output of the country, the railway was carrying 0.5% less freight than in 1953; moreover, what was being handled was not travelling so far, for the ton-mileage figure was 1.6% down on the corresponding figure in 1953. Passenger traffic showed a slight increase, the SR showing the best figures; the LMR alone showed a substantial decrease, amounting to 1.1% on 1953. Despite the optimism mentioned earlier the reports and accounts of the Commission for the year showed a net deficit of £11.9million, after meeting interest and other charges. The deficit compared with a surplus of £4.2million in 1953; its effect was to increase the accumulated net deficit since 1948 to £39million. Reporting the deficit at a press conference, the Chairman of the British Transport Commission, Sir Brian Robertson, said that it was due to: the fact that increases in fares and charges had lagged behind steeply rising costs, particularly in higher payments in wages and salaries; the loss of traffic, especially freight, to the road; obsolete equipment with which the railway had to contend; and the Commission's inherited obligations and uneconomic services.

The year saw the end of an institution nearly as old as the railway industry itself. The Railway Clearing House had been born on 2 January 1842—a voluntary body of a small number of the fledgling companies to facilitate the sorting out of receipts arising from through traffic between one company and another. One speculates how much traffic of this kind operated in those early pioneering days when the enmity that existed in later years between the bigger concerns is recalled. Legal status was achieved in 1850 and the institution grew in size as over the years more companies were gathered in. The property, rights, powers and liabilities of this ancient body were transferred to the Commission.



Above left:

On an afternoon sometime in 1954 Class D20 4-4-0 No 62384, booked to work the 2.12pm from Selby to Leeds City, developed a last minute defect in its Westinghouse pump. With an interested audience the fireman carried out temporary repairs and eventually the veteran loped off with its patient passengers. The matchboard-sided coach was another interesting relic from the old NER and still boasted gas lighting. Class G5 0-4-4T No 67286, auto fitted for working the Goole branch, completed the pre-grouping scene. *P. J. Lynch*

Above:

The combined shipping fleet of the former companies' maritime activities added up to quite an armada and BR continued to promote the cross-channel and other routes, building new ships and ferries. Seen leaving Newhaven for Dieppe is the SR steamer *Falaise* entering service in 1947 and equipped with radar and stabilisers.

Stanley Creer

Above right:

Inaugurated in June 1947 the 'Devon Belle' provided a service to Ilfracombe and Plymouth, but although well patronised for a time custom gradually fell away. First the Plymouth portion was dropped and eventually the train was withdrawn at the end of the summer timetable 1954. Near the end of its career the train passes Basingstoke station, westbound, headed by 'Merchant Navy' class 4-6-2 No 35011 *General Steam Navigation*. On the right WR 'Hall' class 4-6-0 No 6956 *Mottram Hall* has just got the road to move off with its Wolverhampton-Bournemouth excursion. The scene was recorded on 22 August 1954.

Stanley Creer

Centre right:

There were still plenty of Compound 4-4-0s about in the early 1950s, mostly LMS built and No 41050 is seen leaving St Albans City with a St Pancras to Bedford stopping train on 23 October 1954. On the left a Stanier Class 8F trundles up to Cricklewood with a freight.

Stanley Creer

Below right:

A remnant of the GN suburban services from Broad Street still lingered in the 1950s and the illustration shows Class B1 4-6-0 No 61393 passing Canonbury station with a stopping train for Hitchin on 14 September 1954. Shortly the train would diverge from the North London line at Canonbury Junction to head for Finsbury Park.

Stanley Creer





Above left:

Arriving at Tonbridge on 19 June 1954 with the summer Saturday 3.20pm from Maidstone West is Class R1 0-4-4T No 31704, then one of the two survivors of the type. The headcode disc is incorrectly placed as it should be over the right hand buffer. This is an auto train and the four-wheeled van would be fitted with air control apparatus. The tracks leading off to the right are to Tunbridge Wells Central and Hastings. *Stanley Creer*



Centre left:

The one and only Standard Class 8 Pacific No 71000 *Duke of Gloucester* appeared. This locomotive was planned as a prototype for a new design of express passenger power, but time was running out for steam and the programme to build a fleet of engines of the type was never embarked upon. The 'Duke's' record in service was not a good one and withdrawal took place in 1962. The locomotive is seen passing Kensal Green on 19 May 1956 with the down 'Mid-Day' Scot. *P. J. Lynch*



Below left:

The year saw examples of all the Standard types in service. Making their debut were the Class 3 2-6-0s numbered in the '77xxx' series. The ScR and NER shared the 20 locomotives in the range, though one, No 77014, managed to stray on to the SR for a while. Nos 77003 and 77002 are seen arriving at Tebay with a Newcastle-Blackpool train; just visible above the roof of the first coach can be seen the cab roofs, chimneys and top feeds of the two locomotives waiting to take over. Photographed on 16 June 1956. *J. E. Wilkinson*



Above:
One of the new EMUs for the Manchester–Hadfield–Glossop services passing the signalbox at Glossop on 14 June 1954. These trains themselves have now passed into history when in December 1984 Class 303 EMUs replaced them. At the same time the line was converted from the original 1,500V dc to the 25kV system.
BR



Above right:
One of the highlights of the year was the long awaited opening of the Woodhead route for full electric working, with the associated lines from Manchester to Hadfield and Glossop. Electrified at 1,500V dc one wonders if the finally adopted high voltage industrial frequency supply had been available would electric trains still be running between Manchester and Sheffield over this Pennine route. Bo + Bo No 26048 is about to assist a freight from the rear some time in 1955.
P. N. Coldwell



Right:
Seven Co + Co locomotives were built for high speed passenger trains on the line and here No 27003 is seen near Godley with the 9.43am Cleethorpes–Manchester express on 25 November 1954.
B. K. B. Green

1955

Below right:

A double Royal poster featuring the Harwich–Hook-of-Holland service. Illustrated is a BR train, Cross-Channel steamer and Continental trains leaving the Hook. **BR**

Bottom:

In March the first stage in the work to remove one of the bottlenecks on the ECML out of King's Cross from Greenwood to Potters Bar was completed with the rebuilding of Potters Bar station. The revised layout included a new box on the up side. Four tracks became available for about half a mile to the south and the next stage would be the widening at Hadley Wood entailing the construction of two new tunnels. The photograph shows part of the reconstructed station from the entrance side. **BR**



Below:

It was a lucky day for the author when 'Royal Scot' class 4-6-0 No 46137 *The Prince of Wales's Volunteers* (South Lancashire) was rostered to take out the 11.45am Euston-Crewe on 5 June 1954; lucky because at the time the 4-6-0 was the last of the class in unrebuilt form; even so, it was to be nearly a year before it went into works for attention. The location is Kensal Green.
Stanley Creer

Dominating all other news or events in 1955 was the publishing of the details of a Modernisation Plan. The wholesale sweeping away of old traditions and practices and, dreaded news to the railway enthusiast – or perhaps a more accurate description would be, the steam locomotive enthusiast – the replacement of steam traction by diesel-electric locomotives or electrically powered trains. The aim of the plan, according to the official handout, was to exploit the great natural advantage of railways as bulk transporters of passengers and goods and to revolutionise the character of the services for both; to transform the quality and cost of passenger services so as to attract a larger share of the traffic offering; and, again by improved services at lower cost, to recover the ground that had been lost to other forms of transport over the past 30 years in the field of freight transport.

The Plan was estimated to cost £1,240million with a prospect of improving the annual turnover by a figure of £85million. There was to be no financial help from government for the scheme, the Commission was expected to fund £400million from its own resources and a further amount would be raised from external borrowing.

The Plan embraced all spheres of railway activity; £105million was to be allotted for way and works; the programme to renew bridges was to be speeded up in order to prevent the dislocation of services that would occur if the bridges required major rebuilding. Much needed to be done where track was concerned. Apart from the normal renewal programme alteration at junctions and sharply curved sections had to be considered, the aim being to eliminate speed restrictions so paving the way for the introduction of faster trains. In this connection speeds of 100mph were being contemplated.

As was to be expected, a widespread extension of colour-light signalling was planned with the replacement of manually worked boxes by a greatly reduced number of power-operated installations. Telecommunication systems were to be modernised and there would be a progressive increase in the use of automatic train control.





Also occasioning little surprise was the announcement that the steam locomotive had reached the end of its working life. With adoption of electric and diesel power by many overseas systems and the undoubted superiority of the new motive power over steam, the decision by the Commission to follow suit was a foregone conclusion. Electrification, however, was not to be considered on a country-wide scale for a number of reasons – high capital cost, dislocation of traffic during conversion and high traffic density as a prerequisite for any section to be considered a candidate for a changeover. Accordingly approval was to be given to a diesel building programme. With hindsight it might be asserted that the authorities would have been better advised to face the disruption during electrification works ensuring that the industry would be in better shape in facing the challenge of the competition that has grown in strength in the second half of the 20th century.

It is a sad reflection on the country's attitude to its railway system that nearly 30 years were to pass before some of these schemes were finally embarked upon. The ECML and the Cam-

Above:

The thrilling sight of a BR steam locomotive working hard was to be a thing of the past – or so it was thought – and Class N15 4-6-0 No 30793 *Sir Ontzlake* brings such a spectacle to life as it forges up the 1 in 100 of Sole Street bank with an eight-coach Margate-Victoria train. Departing at 4.52pm this was a summer Saturday duty for the class. Photographed on 25 June 1955. *Stanley Creer*



Above:

A considerable number of drivers and firemen, members of the NUR, carried on working during the stoppage. Two 4-SUB units working from London Bridge to Epsom Downs are seen entering Tulse Hill on the last day of the strike; this service was only temporary while the dispute lasted and retained the normal headcode via Forest Hill. The signals are mounted on a former overhead electric wire support, a relic of the LBSC suburban electrification.

R. C. Riley

bridge route are two examples of important lines that have been neglected for so long.

Where diesel power was concerned it was stressed that such units would be introduced to selected areas so avoiding the operation of steam and diesel side by side. The WR lines west of Newton Abbot and the SR's Western Section routes out of Waterloo were earmarked for this arrangement. Experience was to show that theory did not always work out in practice and the mixing of the two rival forms of traction was unavoidable – and also blamed for some of the unhappy experiences that BR encountered with the diesel engine.

Other indications of things to come were in the area of coaching stock; there was more of a hint that the non-corridor compartment vehicle would be eventually phased out and, by implication, some branch line services. Indeed, the report was frank on this point indicating that many unremunerative branches would be turned over to road transport. DMU trains were to take over from steam on many branch lines; a building programme of 4,600 diesel railcars and multiple-unit vehicles for a variety of services was planned.

Stations were not to be neglected in the plan; accommodation and improved amenities were important considerations.

Goods yards were to receive special attention to facilitate more efficient working and assist in the quicker turn-round of vehicles. The closure of old and the construction of new, marshalling yards would be embarked upon. The unification of the country's railway provided the opportunity to centralise working in such environments – unlike the conflicting movements of the rival companies in pre-nationalisation days, for example in Scotland whose lines were shared by the former LMS and LNER companies.



For freight stock it was proposed to fit all wagons with continuous brakes at a total cost of £75million. This decision would in time give increased line capacity in addition to a host of benefits – for example, it would end the practice of stopping to pin down brakes at the commencement of steep gradients. This particular item in the report was to be given priority. From all the economies resulting from the improvement in the field of its freight business, the railway hoped to achieve savings of around £60million annually.

Under the heading ‘Sundry Items’ subjects for attention included port facilities, taking on additional technical staff, research work and welfare facilities.

Sir Brian Robertson, Chairman of the Commission summed up the report thus:

‘The plan itself will, as is made evident in it, produce its own economies. Over and above, however, the Commission are well aware and have frequently so stated, that greater productivity with our existing equipment is possible and necessary. They are pledged to pursue this goal. They look forward now to receiving from the railway trade unions and from the men whom they represent the co-operation which is necessary to assist them in this task. New equipment is not the only necessary ingredient for good railways. May I remind you that the first of the objectives which the Commission have put forward in their last annual report is a loyal, contented and keen staff, employed in the most productive manner. We hope that this Plan, if it is approved, will put new heart into the whole industry, and convince all who work in it that they belong to a live show with a fine future, and not to a decaying anachronism.’

Above:
BR non-corridor standard coaches for suburban services began to appear at the beginning of the year. Class N2 0-6-2T No 69593 heads five new carriages in the maroon livery on the 10.45am King's Cross-Hatfield as it approaches Potters Bar on a very wintry day in January. *P. J. Lynch*

Below:

Ever conscious of the propensity of the steam locomotive to waste energy, management were always ready to try out new gadgets – feed water heaters, Giesl ejectors and double blast pipes are some that come to mind. It was decided to build 10 of the '9F' 2-10-0s with Crosti boilers but after a period in service the results were less than satisfactory. The locomotives were modified with the exhaust escaping from the conventional chimney instead of the apparatus from the side, but they retained their slightly smaller boilers and always looked different from the rest of the class. Crosti 2-10-0 No 92029 passes Bedford on 29 June 1957 at the head of a London bound freight and obviously having priming problems. *Stanley Creer*

Sadly Sir Brian's call fell on deaf ears as within a short time the footplate men's union brought its members out on strike for two weeks, inevitably losing business, much of which never returned. Incredibly the process still continues today.

On the principle, 'If you can't beat 'em, join 'em' the ER began running a night restaurant car service for motorists from King's Cross to Perth. Seating and sleeping space with special vans for the cars made up the train, departing each Wednesday and Sunday northbound, and Tuesdays and Saturdays southbound. This innovation was the forerunner of Motor-Rail.

Work on the much needed updating of the track and signalling at St Pancras station was put in hand. Colour-light signals replacing the semaphore type, nearly all of the Midland Railway pattern, and track circuiting were to be installed. A modern signalbox was to be constructed with relay room, battery room and lineman's mess room.

Increasing unemployment in Britain in the 1980s gives cause for anxiety – the technological revolution is, of course, partly responsible for this social problem – but in the year of the Modernisation Plan no such situation existed; indeed, the direct opposite was the case. Sir Brian Robertson found it necessary to issue a warning that unless a means was found to combat the labour shortage public transport would need to be drastically curtailed.

A step in the direction to use long welded rails was taken when a 1,800yd length of 109lb flat bottomed track was laid on the SR main line between Crewkerne and Sutton Bingham. Pre-stressed concrete sleepers and rubber pads were also put down in the relaying. This test length included expansion switches at each end to record movement.

An unfortunate accident occurred on the WR on 20 November



when a 10-coach excursion train from Treherbert, South Wales became derailed at Milton between Steventon and Didcot. A diversion from the main line on to a goods loop was taken at excessive speed and the locomotive, 'Britannia' Pacific No 70026 *Polar Star*, rolled down a 20ft embankment taking the first four coaches with it. 11 passengers were killed and 67 taken to hospital. The incident was a classic example of human error, and how extreme vigilance at all times is the first rule in railway work. The driver admitted overlooking the special notice advising of the diversion and failing to observe two signals at the approach to the loop. A contributory factor to the disaster was that the locomotive with left-hand drive was a type with which the driver was unfamiliar. It was particularly unfortunate for the WR, hitherto justifiably proud of a record going back to 1942 in GW days when no person died from an accident on its territory.

A pilot scheme for the supply of 174 diesel main line locomotives was decided upon, mostly with the diesel-electric transmission, and a smaller number equipped with the hydraulic type.

Describing the orders in its January 1956 issue, the magazine *Trains Illustrated* had this to say:

'... British Railways intend to gain experience of diesel operation in British conditions before standardising types for mass production. Thus they do not necessarily represent the prototypes of a permanent policy for the 2,500 diesels projected in the Modernisation Plan, which may well include more powerful machines of the 2,500hp category or better. Such types are not required at this stage of diesel development on British Railways, and it is noticeable that the three basic types listed in the announcement – Type A (800–1,000hp, for freight); Type B (1,000–1,250hp, for mixed traf-

Below:

A familiar feature of operation is the sight of empty stock trundling towards a terminus to form outward bound trains. Class 3F 0-6-0T No 47471 passes Kensal Green on 14 May 1955 with a 10-coach rake of carmine and cream LMS bogies bound for Euston. *Stanley Creer*



fic); and Type C (2,000hp or over, for "heavy duties") – include no class specifically termed express passenger. In this connection, we understand that the Eastern Region, at least, has no intention so far to displace steam from the principal passenger duties when the first of these pilot scheme diesels appear in 12–15 months' time.'

Below:

On 24 March 1955 former 4-4-2T No 67409 of Class C13 had charge of the two-coach 1.22pm from Barnsley Court House to Penistone, seen just after departure. The old GC signals at the far left guarded the approach to the former L&Y station at Barnsley Exchange which became Barnsley's only passenger station when Court House closed in 1959. Passenger services to Penistone were withdrawn in 1970 but the line came into prominence in 1983 when it was reinstated as part of the through route for the Sheffield–Barnsley–Huddersfield service operated by DMUs. *P. J. Lynch*

Main Contractors	Wheel arr	hp	Engine	Transmission equipment	Mechanical parts
Type C locos					
English Electric	1Co-Co1	2,000	English Electric	English Electric	English Electric
North British*	A1A-A1A	2,000	MAN	Voith*	North British
Type B locos					
English Electric	Bo-Bo	1,100	English Electric 'Deltic'	English Electric	English Electric
Birmingham C&W	Bo-Bo	1,160	Sulzer	Crompton-Parkinson	Birmingham Carriage
Brush Bagnall	A1A-A1A	1,2500	Mirlees	Brush	Bagnall
North British*	Bo-Bo/B-B	1,000	MAN	General Electric	North British
Metro-Vickers	Co-Bo	1,200	Crossley	Voith*	North British
Type A locos					
English Electric	Bo-Bo	1,000	English Electric	English Electric	English Electric
BTH	Bo-Bo	800	Davey Paxman	BTH	Clayton
North British	Bo-Bo	800	Davey Paxman	General Electric	North British
Type C power units					
Sulzer	1Co-Co1	2,300	Sulzer	Crompton-Parkinson	British Railways
Type B power units					
BTH	Bo-Bo	1,160	Sulzer	BTH	British Railways

*The North British orders with Voith transmission were diesel-hydraulics.





Left:

The GW branch to the Somerset resort of Minehead was closed on 4 January 1971, an unexpected decision in the author's view, it gave the impression of viability. 0-6-0PT No 5760 lifts a Minehead-Taunton train over the top of the one-time West Somerset Mineral Railway on 20 July 1955. *Stanley Creer*

Below:

Gresley Class D49/1 4-4-0 No 62720 *Cambridgeshire* crossing the River Don on the approaches to Doncaster, with an afternoon express from Hull in May 1955. The return working in this diagram was on the Hull portion of the 'Yorkshire Pullman'. There was a severe speed restriction over the old iron bridge, since renewed with a steel girder type. *P. J. Lynch*



Above right:

Fairburn 2-6-4T No 42685 about to leave Barking with a Southend Central to St Pancras train on 15 October 1955. The small headboard on the buffer beam was a practice dating from pre-grouping days and though not having the touch of romance associated with a titled train's adornment, was far more functional on a line where most London bound trains were heading for Fenchurch Street.

Stanley Creer



Centre right:

Operational convenience is the reason for the super power at the head of three coaches and a van climbing away from Ilfracombe on the 1 in 36 gradient to Morteohoe. After bringing in their trains 'Battle of Britain' class 4-6-2 locomotives Nos 34058 *Sir Frederick Pile* (pilot) and No 34052 *Lord Dowding* are working back to Exmouth Junction, taking the 4.48pm departure with them as far as Exeter Central. Photographed on 16 July 1955. *Stanley Creer*



Below right:

The northbound 'Cornishman' pauses at Taunton in charge of 'Castle' class 4-6-0 No 5071 *Spitfire*. Many of the 'Castle' class engines were renamed during their lifetime, 12 were given the names of famous aircraft as a tribute to the Royal Air Force. No 5071 originally carried the name *Clifford Castle*. The 'Cornishman' linked Penzance with Wolverhpton, Leeds and Bradford. Photographed in July 1955. *Stanley Creer*

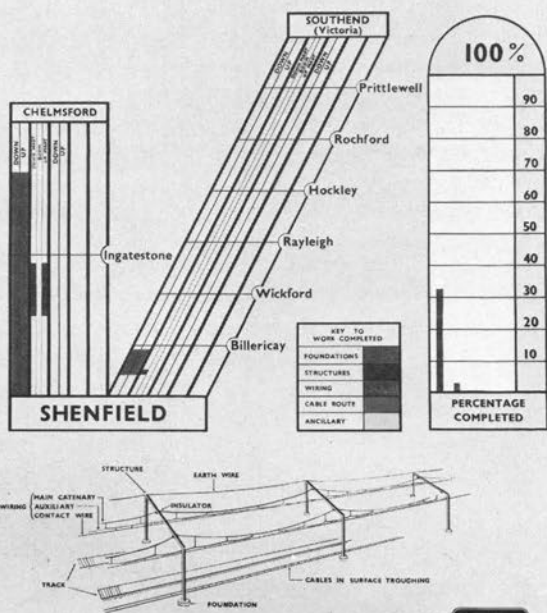


ELECTRIFICATION

SHENFIELD EXTENSIONS

PROGRESS

at 1st JUNE



Left:

ER poster displayed at stations affected by the work in electrifying the Chelmsford and Southend (Victoria) lines on from Shenfield. Progress of the work was recorded by the build up of coloured bands representing different categories of work.

Below:

A train of 1903 Mersey Railway stock is seen at New Brighton station on 26 June 1955. The bogies and electrical equipment were brought from America and the design of the train is obviously American, though construction was carried out in Britain. Withdrawal took place in 1956, the replacements, eventually becoming Class 502, now, in their turn, having made way for new stock. *P. J. Lynch*





Above:

A surprise in 1955 was the return of Pullman cars to GW metals; such stock had not been seen on the company's lines since 1929 when a service from Paddington ran to Torquay. Departing from Paddington at 9.55am, the 'South Wales Pullman', as this latest venture was called, was scheduled to arrive at Swansea at 2pm, including three stops at Newport, Cardiff and Port Talbot. 'Castle' 4-6-0 No 7001 is seen near

Patchway on the down run on 10 September 1955, seemingly wasting a lot of energy.

R. C. Riley

Right:

On 3 September 1955 the first of the so-called 'Baby Scots' was photographed heading south through Tamworth with a Class D (partly fitted) freight. For accountancy purposes 'Patriot' class 4-6-0 No 45500 *Patriot* was a rebuild, but in fact it was a virtually new locomotive, as was No 45501. *P. J. Lynch*





Top left:

The revolution in Merseyside transport, integrating the lines in the Wirral with the Liverpool suburban services, involved the closing of the L&Y terminus, Exchange, which was effected on 30 April 1977. Class 5MT 4-6-0 No 45207 departs with a Bradford express on 4 April 1953. *Stanley Creer*

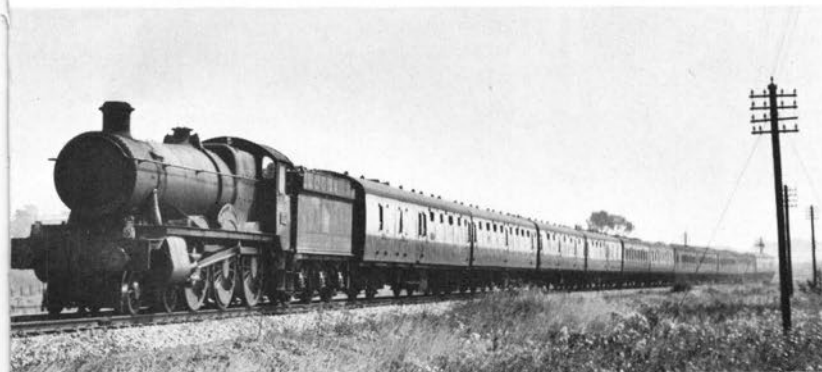
Centre left:

Another event of great interest was the, literally, bursting into view of a machine that really was to herald the dawn of the diesel-electric era. This was the prototype *Deltic*, a private venture by the English Electric company. With a headlight at each end and wearing a livery of blue, cream and gold, and the now familiar speed whiskers, the locomotive was an eye-catching sight. The upshot of this initiative was the placing of an order by BR in May 1958 for 22 3,300hp 'Deltics' for the ECML. The rest is history. Heading the 2.10pm Liverpool-Euston express the *Deltic* (it never had a number) is seen passing Tamworth on 8 March 1958. *M. Mensing*



Bottom left:

From 6 March 1967 the WR express service from Paddington to Birkenhead was to be no more, and the renowned Birmingham trains were to be drastically cut, all the result of the newly electrified WCML out of Euston. Using the GW&GC joint line from Northolt Junction to Ashendon Junction the route then proceeded along the Bicester cut-off. In the photograph 'Hall' class 4-6-0 No 5902 *Howick Hall* has just left the joint line at the latter place – the junction signals are just visible in the right background – on 27 August 1955 with a summer through service from Brighton to Wolverhampton consisting of a mixed bag of Mk 1 and Southern Railway stock, the latter in green livery. *Stanley Creer*





Above:

Observing some of the bizarre names bestowed on locomotives to-day what about the Royal Artillery's motto 'Ubique' for a Class 47? Undoubtedly it would have been appropriate for a Stanier Class 5MT like No 44862 leaving the castellated tunnels at Linslade, Leighton Buzzard, with the 3pm Euston-Wolverhampton on 7 May 1955. *Stanley Creer*

Right:

The tarpaulin draped in the cab entrance of Class M7 0-4-4T No 30320 confirms the description of this nocturnal scene at the main line Waterloo station on a bitterly cold night in November 1955. Duty 54 was the 10.43pm vans to Clapham Junction. *Stanley Creer*





Above left:

'Love and marriage, go together like a horse and carriage', so run the words of a well known song. The sentiment may equally be applied to mail and rail. Although letters had been carried by rail prior to 1 February 1855, the first *all-mail* train ran on that date from Paddington to Bristol and back. Illustrated is a scene at Edinburgh (Waverley) when mail bags are being placed aboard the 'Heart of Midlothian' in July 1955. G. F. Heiron



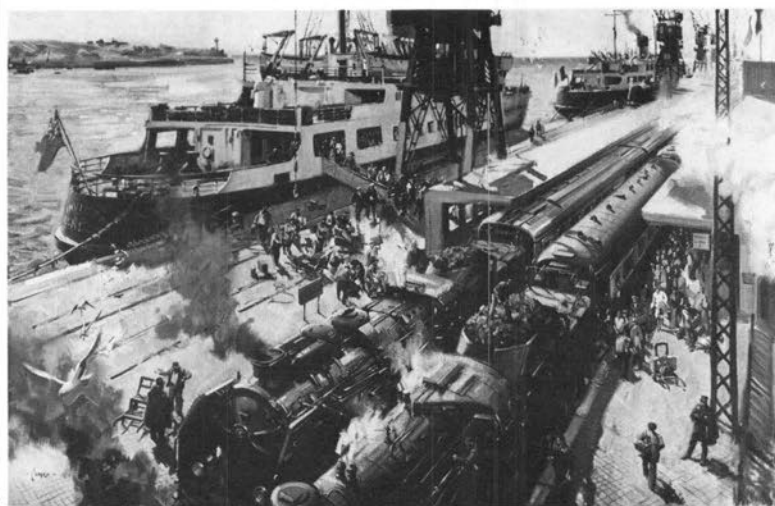
Below left:

Cross-London transfer freights hauled by LM and ER engines were an interesting feature of the Southern scene. To-day there are fewer such trains and those that still run are headed by predictable motive power. Before the diesels arrived any trains originating from the WR were powered by SR locomotives on account of the problem of clearances where GW engines were concerned. With the diesels more liberal access to routes, the precaution was no longer necessary and WR 'Hymeks', 'Westerns' and latterly Class 50s were frequently to be seen passing through Clapham Junction heading for the various yards. In the photograph LM Class 8F 2-8-0 No 48601 is passing Wandsworth Common on 14 September 1955 with a Willesden-Norwood freight. Stanley Creer

Right:
New style publicity fitments at
Charing Cross station. **BR**

Below:
Over 1,500 years of history
depicted in a poster of the
City of York, produced by BR
(NER). Lithographed in nine
colours, it was for display at
main railway stations in Great
Britain. Supplies were also
earmarked for the Continent
and North America. **BR**

Below right:
Poster promoting Cross-
Channel facilities as provided
by the British and French
railway systems. **BR**



BRITISH RAILWAYS **BON VOYAGE** FRENCH SNCF RAILWAYS
BY RAIL AND SEA TO FRANCE AND THE CONTINENT

1956



Above right:

The unpopular 'ferret and dartboard' insignia of ownership worn by the motive power was finally replaced by a new emblem from the college of arms. The lion is issuant from a heraldic crown of gold on which is arranged the rose for England; the thistle for Scotland; the leek for Wales and the oak leaf for all Great Britain. This in turn, of course, gave way to the current BR logo. *BR*

Right:

A favourite Brighton class, the 'K' 2-6-0, of which No 32341 is seen with an up freight from Hassocks Yard to Three Bridges in May 1956. The 17 engines in the class remained intact until December 1962, and then were withdrawn en bloc sending shock waves through the ranks of Southern enthusiasts. *Stanley Creer*



Below:

Another narrow gauge system to be taken into the nationalised fold was the 2ft 6in Welshpool & Llanfair Railway, lasting longer than might have been expected perhaps because it carried freight only. The WR closed the line in November 1956. Unexpectedly, as the line did not run through a recognised holiday area, a band of enthusiasts after much legal harassment, brought it back to life and it is now one of the 'Great Little Trains of Wales'. One of the line's Beyer, Peacock 0-6-0Ts No 822 (3496/1902) pauses en route from Welshpool to Llanfair with one of the daily freights on 4 April 1956.

G. F. Bannister

This was the year when third class was abolished; it was the year when, for the first time, receipts failed even to cover expenses. There were a number of reasons for this unhappy state of affairs, but most of the blame must rest on the shoulders of both postwar Governments – the Attlee administration, having willed the Act, failed to ensure the means for its success, and the Tories did little to help either. Hamstrung on all sides the railway was, nevertheless, under a constitutional obligation to pay its way. The Government was forced to alleviate the situation in the form of a loan.

Impatient with the shortcomings of the Bulleid Pacifics, a rebuilding programme had been embarked upon and the first 'Merchant Navy' to be so dealt with, No 35018 *British India Line* emerged from Eastleigh.

It was announced that maroon livery would be adopted for passenger stock, relieved with a black and yellow waistband; SR EMUs, however would remain in their green livery, as also would DMUs. Certain WR prestige trains would be distinguished in the former GW chocolate and cream livery.

Disconcertingly it was disclosed that it would be as late as 1958 before steam locomotive construction ceased. Over and above the 1956 programme 84 heavy freight and 61 mixed traffic engines were planned. Recalling the tragically short life of so many steam locomotives built in the 1950s it seemed a most wasteful procedure.

With the impending changeover from steam to other forms of motive power a firm decision had not been taken on the choice of transmission for diesel locomotives. Included in the Pilot Scheme were 11 diesel-hydraulic units and a further order for three similar machines of 2,000hp was announced. Experience abroad with this type of transmission had persuaded the authorities that the system would be worth a trial. As, is now known a fleet of diesel-hydraulic engines – Class 35 'Hymek', Class 42/43 'Warship' and the glamorous Class 52 'Western' – worked on the WR for a number of years. The latter in particular attained heights of popularity equal



to the homage paid by enthusiasts to favourite steam classes. It was, however, a form of propulsion that failed to find favour in Britain. For technical reasons, despite the success of the type in Germany, the reign of the hydraulic engine was comparatively short-lived.

An important change in the programme of electrification in the Modernisation Plan was the reversal of the decision to continue with the 1,500V DC method in favour of the 50-cycle single-phase AC system at 25,000V. The extensions to the SR's electrified network would, however, continue to be carried out using the third rail at 660V DC as the cost of replacing such a system was prohibitive. As it was, the decision to go for the higher frequency affected the ER's schemes to extend the electrification to Chelmsford and Southend, because the line was already electrified to Shenfield on the 1,500V system.

Fears that major improvements in the Plan would be jeopardised as a result of Government economies in the face of rising inflation were allayed. BR agreed to a cut of £12million from its capital expenditure for the year, but assurances were given that any cut-backs would be of a minor nature.

Plans were approved for the rebuilding of Plymouth's North Road station, recipient of severe wartime bombing attacks. The opportunity would also be taken to modernise the signalling and track layout.

Inextricably involved in the work to modernise BR was the necessity to hasten the demise of practices, traditions and the more tangible examples of a bygone age. This caused great consternation, not only to personnel involved, but also to many interested professionally, or otherwise, in BR affairs – a good example of this being when it was announced that Brighton locomotive works would close at the end of 1958. Financial crisis and the intended cessation of steam locomotive building made it inevitable from a management point of view that the works should close.

Below:

Class H 0-4-4T No 31308 at Stoke Junction Halt where the branch from Grain joined the Allhallows-on-Sea to Gravesend (Central) line. The train is the 5.17pm from Allhallows and the date 24 March 1956. These lines to Gravesend closed on 4 December 1961.
Stanley Creer





Right:

So for a while the old chocolate and cream livery returned to the WR; '43xx' class 2-6-0 No 5357 is leaving Kilgetty with the Pembroke portion of the up 'Pembroke Coast Express', the four bogies in the old GW colours. The main train will be joined at Swansea. The date is 13 April 1957. *G. Daniels*

From the beginning of state control it was recognised that serious consideration would have to be given to the establishing of a standard automatic train control system. After a long period of testing and modification a decision was made to adopt a system capable of being installed on all lines. The new apparatus was to combine the inductive system of the Strowger-Hudd installation used on the Tilbury line with the footplate indications of the WR direct contact apparatus. The standard ATC was to be installed only at distant signals, unlike the Tilbury section which also covered stop signals.

A first class example of how BR was frequently frustrated in its efforts to cut costs in the drive for solvency was in the reinstatement of the East Grinstead-Lewes service, an unremunerative Sussex branch line closed by the SR in June 1955, though premature closure was effected by the unofficial ASLEF strike on 29 May of that year. A statutory obligation unearthed by a zealous citizen obliged SR to reopen the line. After much time wasting Parliamentary procedure a second closure was accomplished on 17 March 1958. In the meantime a sparse service of trains continued to drain the already depleted coffers of BR. It is as unrealistic now as it was in the 1950s for an industry which is continually cited as a heavy burden on the taxpayer, to have to keep alive redundant assets – either lines or buildings.

Though not part of the state system, the closure of the unique elevated Liverpool Overhead Railway in December should not be ignored. This company pioneered automatic signalling in Britain. During the war the overhead structure suffered severe damage which was repaired, priority given to steel supplies enabled repairs to be carried out. The line carried workers to and from the docks. After the war the cost of further work to combat corrosion and war damage was considered prohibitive and there was little opposition in Parliament to the proposed closure.





A new prestige express train running between London and Edinburgh entered the winter timetable with the title the 'Talisman' with a timing of 6hr 40min and a planned stop at Newcastle, a fixed formation of eight cars was laid down.

The desperate financial situation of the railway prompted the Government temporarily to bale out the BTC; by authorising a loan of £250million. This was subject to normal business and financial requirements – there was no question of a hand-out and a proper rate of interest would be paid. A deficit of £120million was to be expected by the year end. Despite the current poor performance, the Commission, nevertheless, expected to have made an improvement by 1962, by which time benefits from modernisation would be in evidence. This intervention by the Government prevented the large scale increases in fares and charges that would have been inevitable in the absence of Government aid.

The last day of the year saw the long awaited extension to Southend (Victoria) of the Shenfield electrification. In the process of conversion was the shorter route to the town from Fenchurch Street, the completion of which would mark a big step towards the efficient working of the intensive commuter traffic from the Capital into Essex.

Above:
A Hawksworth 'County' class 4-6-0 No 1015 *County of Gloucester* leaves Truro on Carvedras viaduct with the up 'Cornish Riviera' in July 1956. If normal practice was followed the 'County' would come off at Plymouth being replaced by a 'King' 4-6-0 with a pilot engine to face the South Devon banks.
Stanley Creer

Right:

The WR has, perhaps, suffered more than most through the axing of branch lines, particularly in Wales and the West Country. Some still survive and one that appears to have a future is the line from Par, on the Cornwall main line, to Newquay. '43xx' class 2-6-0 No 6303 leaves Newquay on Trenance viaduct for Par on 18 July 1956.

Stanley Creer

Below:

From west to east Wales and here 'Hall' class 4-6-0 No 6916 *Misterton Hall* is seen at Newport after arrival from Hereford on 25 June 1956. *P. J. Sharp*





Above:

Seen on the SR coast line westwards from Brighton and crossing the River Adur at Shoreham-by-Sea is a Brighton-Portsmouth stopping train composed of two 2-HAL units in August 1956. *Stanley Creer*

Above left:

Stearns's bastion was first attacked successfully in the shunting area; in addition to the larger 350hp types many smaller units, like 204bhp diesel-mechanical 0-6-0 No 11140 seen in the photograph at Ipswich MPD on 8 May 1956, were delivered for shunting duties. No 11140 is a Hunslet product, one of a number of manufacturers involved. Some engines were also built at Swindon. No 11140 was initially allocated to Parkston, later transferring to Ryde; and in BR's renumbering scheme took the number D2554 and finally 05.001. After renumbering again, this time as a Departmental unit it finally ended up in the care of the Wight Locomotive Society. *T. K. Widd*

Left:

Particularly in the holiday season there was a welcome increase in steam hauled trains on SR's Central Section, only, it must be stressed to steam fans. Approaching Balcombe Tunnel on 25 August 1956 is Class U1 2-6-0 No 31907 with a Hastings-Sheffield train of LNER stock. *Stanley Creer*

Top right:

The last remaining Atlantics in service were the former LBSCR locomotives. Of the five Class H2s in traffic Nos 32421 *South Foreland* and 32426 *St Albans Head* were withdrawn; No 32422 *North Foreland* ceased to work shortly afterwards as did No 32425 *Trevose Head*, this engine ending its career for a while as a stationary boiler at Slade Green. No 32424 *Beachy Head* hung on until the end came in 1958. The photograph shows No 32426 on display at an 'open day' at Brighton works on 8 August 1956. Official withdrawal came six days later. *P. J. Lynch*



Centre right:

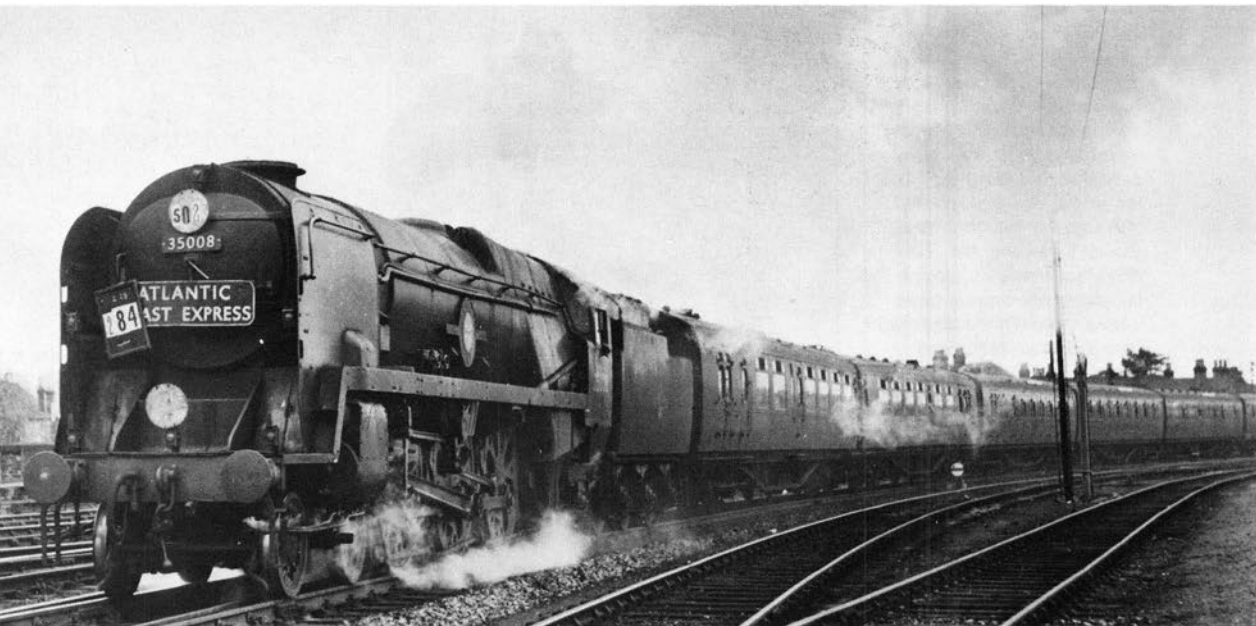
One of the smaller light railways included in the State take-over was the Clebury Mortimer & Ditton Priors Railway, absorbed by the GWR in 1922. Mineral and coal were the original reasons for the building of the line, but the former petered out and the latter appeared not at all. An Admiralty establishment at Ditton Priors kept the line in some business and 1956 saw the branch transferred to the Senior Service. GW 0-6-0PT No 2144 of the '2021' class is at Clebury Mortimer with an enthusiasts train in May 1955. *Real Photographs*



Bottom right:

H. A. Ivatt brought out a light Class 2 2-6-0 in 1946 and the type continued to emerge from shops until 1952 and totalled 128 engines. The BR Standard '2' 2-6-0 was a very similar machine prompting some to query the necessity for their construction. Nevertheless, both versions received good reports from those involved in day to day dealings with them. One of the Ivatt engines, No 46458 is seen arriving at Wembley Central with a train of standard suburban stock on 5 May 1956, a Cup Final Saturday, when special trains were run from Euston for the occasion. *Stanley Creer*





Above:

A handsome rebuild was the verdict of many when the first rebuilt 'Merchant Navy' appeared out of Eastleigh. Nevertheless, the 'Spam Cans' as the originals had been nicknamed had inspired a deep rooted affection with many enthusiasts, proof of which can be seen in the number of light Pacifics in their air-smoothed form that have been, or are being, preserved. In the photograph a rebuilt 'Merchant Navy' No 35008 *Orient Line* is leaving Salisbury with the up 'Atlantic Coast Express' on a Saturday in August 1958. *Stanley Creer*

Left:

GW 0-6-OPT No 9667 is seen arriving at Pontypool Road (Crane Street) on 24 June 1956 with the 8.05am Newport-Blaenavon (low level) local. The network of lines in this area has vanished and the main line from Newport all the way to Hereford is, apart from a few offshoots to industrial points, unhampered by any junctions, and between Pontypool and Hereford only one station is passed which is Abergavenny. *R. J. Buckley*

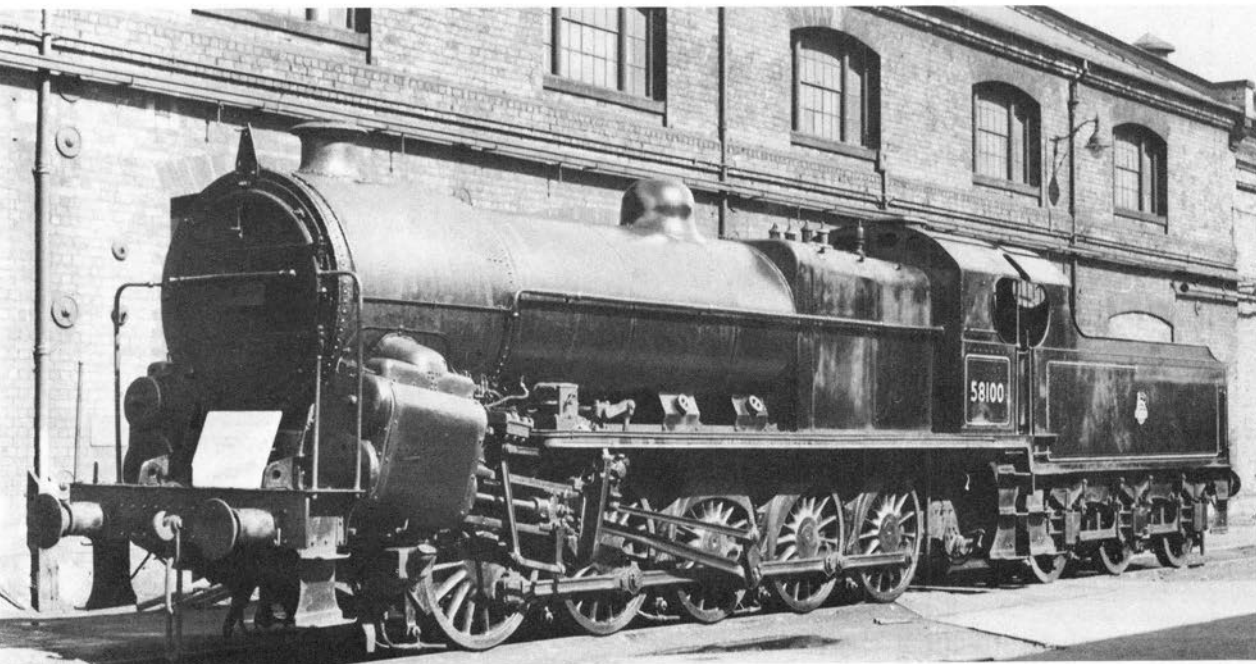
Right:

One of the author's favourite photographs is this illustration of the 10.50am Manchester (London Road)–Barmouth summer Saturday train leaving Barmouth Junction and about to cross the bridge to journey's end. Heading the train are two Collett 0–6–0s of the '2251' class, unidentified, though the pairing of the train engine with an ex-ROD tender could give a clue to its number. Another interesting point is that although the date is as late as 28 July 1956, the tender in question still carries the lettering GWR.

R. E. Vincent

Below:

The famous Lickey Banker, 0–10–0 No 58100 on display at Derby works during an 'open day' on 8 August 1956 and shortly after its withdrawal from service. The giant engine, from all accounts, was regarded with great affection by many who had contact with her and a deal of sadness was evident when she returned from Bromsgrove for the last time. *P. J. Lynch*



1957

Below:

Homely invitation to travellers at Dilton Marsh Halt on the Westbury-Salisbury line.

Lens of Sutton

Below right:

One of the ER's prestige trains, the 'Morning Talisman' was extended to Perth as from the commencement of the 1957 timetable. With the new destination the train's title was changed and was henceforth to be known as the 'Fair Maid' though the new name was short lived when, the following year, the onward run to Perth was discontinued. In this publicity photograph the headboard is tried for size on Class A4 4-6-2 No 60015 *Quicksilver*. BR



In the 10th year after vesting day steam-hauled trains still dominated the BR scene, but the diesel engine was slowly but surely beginning to infiltrate the system; shunting duties were now virtually its preserve and DMUs were progressively replacing steam on branch lines and selected cross-country services. DEMUs, also, entered traffic on the SR's direct Hastings line from Charing Cross and on certain lines in the Hampshire area.

The oil fuel crisis brought about by the Suez campaign gave an unexpected fillip to the transport of passengers and freight by rail. Predictably there were complaints and criticisms of the railway's response to the situation. This reflected the doubts surfacing in Whitehall of the wisdom of placing a large sum of money at the disposal of BR, despite the provision that it was a loan, not a handout, and at a commercial rate of interest.

As the pace of modernisation speeded up further major works and improvements were announced, including the construction of three flyovers at busy traffic centres. In preparation for the use of trains planned to use a new route bypassing London a flyover was to be built at Bletchley where the Oxford-Cambridge cross-country route met the WCML. In the event the finished object turned out to be a white elephant. The projected traffic plan was never pursued and the flyover carries only a handful of trains daily.

A flyover was also to be constructed at Rugby; in contrast to the Bletchley edifice the work was fully justified as it would eliminate conflicting movements which would increase after the main line was electrified. A third flyover at Euxton, between Wigan and Preston was to be the answer to similar problems. In addition to all the foregoing was to be the activity concerned with the improving of old, and the building of new, marshalling yards, not forgetting the attention to be paid to stations, areas where an attractive ambience was important.

With the benefit of hindsight it is sad to realise how much money was spent for so little return. The age of the computer was soon to dawn and technological progress was to neutralise the usefulness of so many of the completed projects. Honouring a promise to extend the Pullman services it was announced that five diesel-electric Pullman trains would enter traffic in the coming year, to be the

Below:

The second main line diesel to arrive on the scene was a 1,250hp A1A-A1A Type 2 (Class 31). Fitted with a Mirrlees JVS12T 12-cylinder four-stroke engine it had a cab at each end. The wheel arrangement was two six-wheeled bogies with the centre wheels of small diameter, unpowered, to carry the weight of 104 tons. A hiccup in the long career of these machines was the necessity to replace the original power units. Most of the class of 268 engines are still around at the time of writing. In the attractive BR livery of green with two light green bands along the body sides No D5505 passes Brentwood on 24 May 1958 with the 4.56pm (SO) Liverpool Street-Colchester in tow. *Stanley Creer*



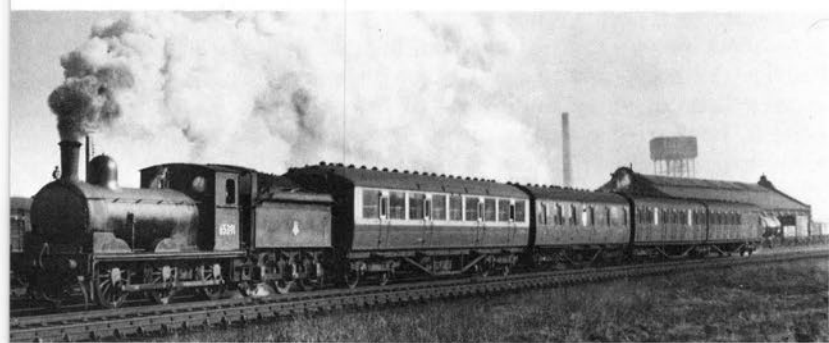


Left:

A safe vantage point to see and hear steam locomotives in full cry was Colchester station and here, on an extremely cold 16 February 1957 is Class B2 4-6-0 No 61615 *Culford Hall* roaring through with the down 'Day Continental'. Speed was such that even at the angle shown, and with a shutter speed of 1/500th of a second, slight movement can be detected. *Stanley Creer*

Below left:

A veteran GE Class J15 0-6-0 No 65391 departs from Colchester on 16 February 1957 with a Cambridge train travelling via the Colne Valley line. Introduced as far back as 1883 by Wilson Worsdell the design was perpetuated by succeeding CMEs' up until 1913, and the last in service was withdrawn as late as 1962. One of the class, No 7564 (GE No 564 of Class Y14), is in working order on the North Norfolk Railway at Sheringham. *Stanley Creer*



last word in luxury train travel. Proposed routes were St Pancras-Manchester, Paddington-Birmingham and Wolverhampton, and Paddington-Bristol; yet these lavishly equipped sets fell short of BR's requirements and had a short revenue earning life.

On 5 April the SR was faced with a chaotic situation when a fire in the signalbox at Cannon Street station put this extremely busy and important terminus out of action, immobilising power-operated points and signals. Though presenting a lethargic picture in off-peak hours, morning and evening commuter traffic at Cannon Street was intense – on a normal day the station handled 400 trains equally divided between arrivals and departures. Approximately 24,000 passengers departed from the station on weekdays between the hours of 5 and 6pm. Movements in and out of the station were controlled by the 143-lever all-electric frame which monitored 41 different routes into and out of platforms. The destruction of such equipment posed a giant problem for the Region.



Above:

The process of withdrawing railway facilities continued unabated and one result of this policy was to leave lengthy stretches of main line devoid of stations. Many were sited in isolation being of doubtful use to the communities they were supposed to serve. One of the casualties, between Newcastle and Berwick, was Beal (closed in January 1968), the station nameboard seen here through a carriage window. From this point, after a walk across wet sands, Lindisfarne Castle on Holy Island could be explored.
P. J. Lynch

Above right:

It was generally agreed that the 16 four-cylinder 4-6-0s of the 'Lord Nelson' class were not one of R. E. L. Maunsell's best efforts in design: even after Bulleid carried out modifications resulting in some improvement there seemed to be something lacking. Nevertheless they took a share in top link work throughout the 1950s, notably on the Bournemouth line. No 30865 *Sir John Hawkins* is approaching Micheldever with a Waterloo-Weymouth express on 8 June 1957.
Stanley Creer



To help the station back into limited operational use during the period of rehabilitation, a spare 47-lever frame was borrowed from the LMR and fitted into part of the damaged box that had survived the conflagration.

In the drive to supplant steam traction on branch lines BR, as well as embarking on a broad DMU programme, decided to take a chance with four-wheel railbuses, and awarded contracts to four British and one German manufacturer for a total of 22 vehicles.

A fare increase in September raised the price of rail travel to 2d (pre-decimal currency) per mile.

As work progressed on the rebuilding of the 'Merchant Navy' Pacifics the decision had been taken to commence work on the smaller 'West Country' and 'Battle of Britain' series. The modifications to be carried out were on a similar scale to the alterations made on the bigger engines. However, a modification on some of the Light Pacifics included the widening of the cab from 8ft 6in to 9ft. The first 64 of the 'West Country' and 'Battle of Britain' classes were originally fitted with the narrower cab for passage over the restricted Hastings route south of Tunbridge Wells.

The end of an era came to Doncaster 'Plant' when the last steam locomotive to be built there, Standard Class 4 2-6-0 No 76114, was completed.

In the summer another prestige train – the 'Caledonian' – was introduced by the LMR between London and Glasgow. Formed of eight coaches with a weight of 264 tons a timing of 6hr 40min including a stop at Carlisle was given.

October saw the completion of the St Pancras signalling scheme when the new power operated box was brought into service.

The six-mile single line from Epping to Ongar, formerly operated by the LNER and then part of ER until transfer to the London Transport Executive in 1949, was electrified on 18 November, so bringing to an end the two-coach steam trains running on this rural section of the Central Line.

As the year drew to a close misfortune struck again in the form of a second major disaster in BR's short life when a collision at St John's station on the SR at Lewisham resulted in the loss of 90 lives and many serious injuries.



Top left:

Would the author be exaggerating in affirming that the GW Churchward 'Star' class engines were one of the finest designs to work in Britain? Built over a period from 1907 to 1923 the class gave sterling service to the company, embellished with some of the most attractive names in locomotive nomenclature with Stars, Knights, Monarchs, Queens, Princes, Princesses and Abbeys being represented, more acceptable, some might agree, than *Wigan Pier* or *Top of the Pops*. When this photograph was taken 4-6-0 No 4056 *Princess Margaret* was one of three survivors, the others being No 4061 *Glastonbury Abbey* and No 4062 *Malmesbury Abbey*. No 4056 was withdrawn in October 1957, the last of class. The scene is Taunton on 15 July 1955 and the train the 11.30am to Bristol.
Stanley Creer



Centre left:

Various manufacturers contributed to BR's fleet of DMUs; Metro-Cammell, Cravens, Gloucester, Park Royal, Birmingham Railway Carriage & Wagon, Pressed Steel, as well as the railway's own Derby examples. A Metro-Cammell unit enters Haddiscoe working the Norwich-Lowestoft service.
Stanley Creer



Bottom left:

Plans for the electrification of the line to Bishops Stortford began to be put in hand, and this would include the associated branches to Enfield Town, Chingford and Hertford East. Leaving Bishops Stortford on 17 July 1957 is Class L1 2-6-4T No 6725 with a stopping train to Liverpool Street.
Stanley Creer

Top right:

The cross-country expresses between Liverpool and Newcastle travelled via Harrogate, Ripon and Melmerby to join the ECML at Northallerton. Closure of this section in March 1967 required these trains, including the 'Queen of Scots' Pullman, using the main line instead. On 24 April 1957 Class A3 4-6-2 No 60074 *Harvester of Leeds* (Neville Hill) slows for the Harrogate stop with a Newcastle-Liverpool train of 12 bogies in mixed liveries. *Stanley Creer*



Centre right:

With the dampening down over a long period of steam locomotive construction on the Southern Railway, veteran classes carried on working far beyond their expected life span. Six years of wartime conditions compounded the situation and even with the influx of Bulleid Pacifics pre-grouping and immediate post-grouping engines were active right up to the commencement of electric working. The former SE&CR 4-4-0s of both original and rebuilt types were some of the most reliable locomotives to carry on, like Class D1 No 31494 clearing its throat via the cylinder drain cocks as it leaves Faversham with its three-coach train for Dover Priory in April 1958. *Stanley Creer*



Bottom right:

Seldom in the spotlight yet carrying out one of the most important tasks in railway work are the permanent way gangs; here at Leiston, on the ER Aldeburgh branch, the signaller passes the time of day with one of the party from the petrol driven trolley in August 1957. *J. G. Glover*





Top left:

A second very serious accident in these formative years of BR occurred on 4 December when the 4.56pm Cannon Street to Ramsgate express, hauled by 'Battle of Britain' No 34066 *Spitfire* collided heavily with the rear of a stationary electric train stopped by signal just beyond St Johns station between New Cross and Hither Green. A derailed coach of the steam train demolished a pier of the Nunhead-Lewisham loop line allowing two girders to descend on to the front of the train resulting in a greater loss of life than might have been expected. A nightmare quality was added to the scene of carnage with the existence of thick fog. It was established that the driver of the Ramsgate train had passed two signals at danger and he was apprehended for trial. Compassion later entered into the proceedings and he was discharged. *Ian Allan Library*



Centre left:

In the 1950s no threat of closure hung over the GC main line which hummed with traffic. One interesting freight service was the 6.15pm Class D Burton-on-Trent to York 'Ale' which joined the GC at Bulwell Common South Junction. On a fine June evening in 1957 former NER Class B16/1 4-6-0 No 61436 from York had just taken over from a Class K2 2-6-0 and was setting off from Bulwell Common with gusto. Leaking steam at the front end gave these three-cylinder locomotives their characteristic wheeze.

P. J. Lynch

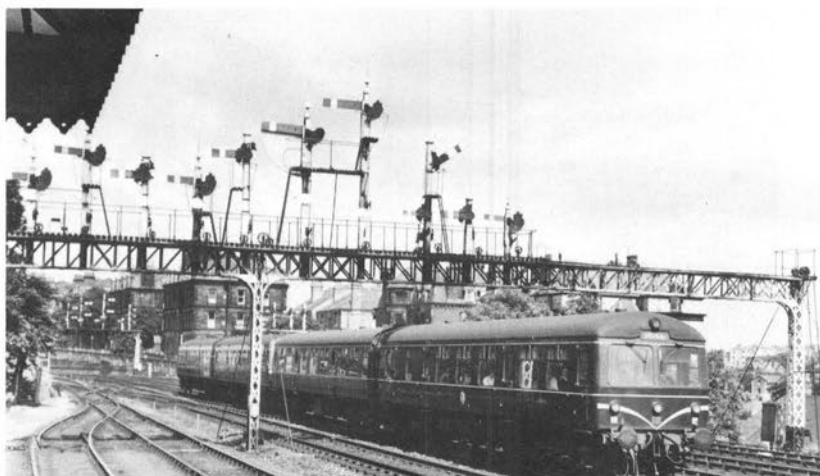


Bottom left:

Freight locomotives ancient and comparatively modern, stand adjacent in charge of class 'H' freight trains at Shrewsbury on 27 September 1957. On the left is Class 8F 2-8-0 No 48468 and alongside Class G2A 0-8-0 No 49117. *P. J. Lynch*

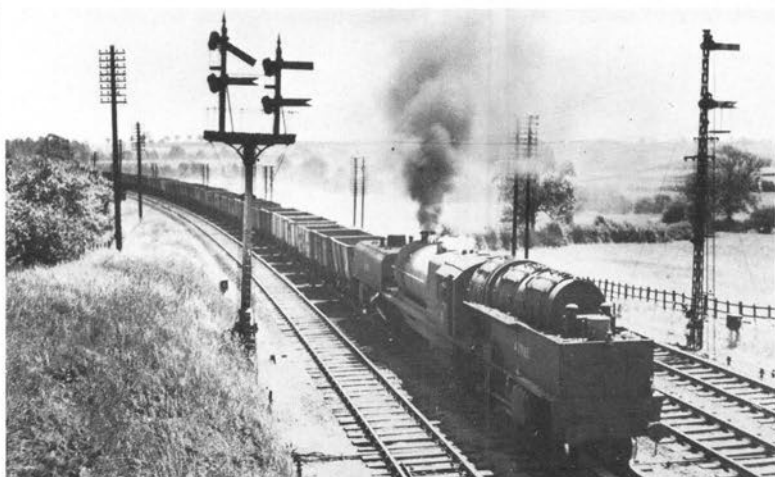
Top right:

A four-car DMU leaving Scarborough for Hull and passing beneath a gantry of mixed upper and lower quadrant semaphores. The train is also mixed, the first two cars being Cravens products and the rear two vehicles Metro-Cammell cars. *Stanley Creer*



Centre right:

Only the LMS operated a fleet of Garratt locomotives and built 33 mainly for the heavy coal trains between Toton and Brent, though they were to be seen elsewhere. Beyer-Garratt 2-6-6-2T No 47982 is passing Kettering, northbound, with a string of empties on 15 June 1957. Note the revolving bunker as fitted to all but two of the class. Other examples of the type were to be found in the country, owned by the LNER, a 2-8-8-2T No 69999, and several in NCB service, one of the latter is now to be seen at Bressingham. *Stanley Creer*



Bottom right:

The final years of the 'Schools' class 4-4-0s on the direct Hastings line were clouded as old age, and probably some poor quality coal, combined to produce some very lackadaisical performances and loud were the complaints in the local and London papers. With the rolling stock also due for replacement work was put in hand for the construction of new vehicles; the original plan was for locomotive-hauled trains but this was later altered and DEMUs were decided upon instead, as a result of which the first batch of units turned out were shorter than those of subsequent construction. Shortly after entering service in May 1957 one of the first short sets, No 1001, is seen retreating from the camera towards Grove park on a Charing Cross-Hastings service in June. The building under construction is an electric train shed. *Stanley Creer*





Top left:

Ballast from Swinden Lime Works leaves Grassington in charge of Class 4F 0-6-0 No 43999 in April 1957. This branch from Skipton was the Yorkshire Dales Railway, an independent concern, though worked by the Midland Railway. Passenger services were withdrawn in September 1930 and the line's fate was uncertain at the time the photograph was taken. It now seems assured with bulk consignments of stone by Tilcon to Hull. Note the '4Fs' tender cab for protection when on snow plough duties, and the cold weather in this area so prone to such unpleasant conditions. *Stanley Creer*



Centre left:

Branch lines, so vulnerable to road competition, were not the only routes to be exposed to the threat: cross-country lines like the Midland & South Western Junction and Didcot, Newbury & Southampton railways' succumbed, the former closing in September 1961 and the latter in March 1960. Here, at Cheltenham Spa (Lansdown) station on the M&SWJR Class N 2-6-0 No 31802 is in charge of an Andover-Cheltenham train in March 1957.

Real Photographs (K3306)



Bottom left:

Nationalisation brought some advantages to Scotland's rail network; whereas, before, the former LMS and LNER systems operated services in the country and obviously impinged on each others territory, complete control by the ScR enabled some much needed rationalisation to be carried out. Marshalling yards were an area ripe for attention and the picture shows the Perth complex after modernisation. Unfortunately Perth was one of the many casualties resulting from the application of new techniques to the business of freight carrying. Many yards became white elephants, though some still perform very usefully. *BR*

Top right:

Following soon on the heels of the Hastings diesels was the introduction of two-car units for services in Hampshire. The power cars housed a 500hp engine identical with that of the Hastings sets. Much later an intermediate trailer had to be inserted as increased patronage resulted in overcrowding. Driving Trailer Composite and Motor Brake Open Second No 1101 are seen at Chandler's Ford on the Eastleigh–Romsey line in October 1957. Passenger services were withdrawn on this section in May 1969, but the line still carries freight and occasionally passenger trains are routed over it. *Lens of Sutton*



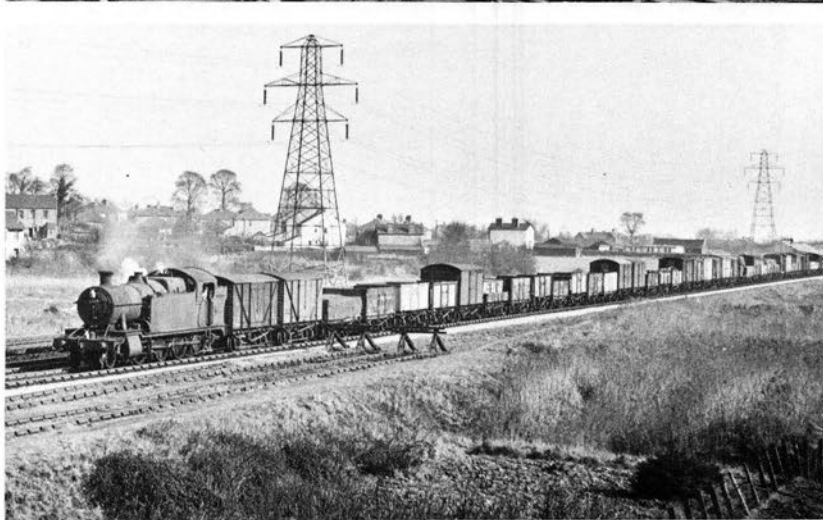
Centre right:

After the Modernisation Plan had been revealed in 1955 a pilot scheme for 174 main line diesel-electric locomotives was approved and in the late spring, what was then known as a Type 1 appeared. This was a single cab design with hood unit; the engine was a four-stroke eight-cylinder 1,000hp unit. The design proved to be one of BR's best buys, a much needed blessing in view of some of the poor performers that were to show up in the future. Ostensibly earmarked for freight haulage the class is frequently seen, in the summer season, at the head of passenger trains, and working in pairs. Devons Road MPD, in East London – to become the first all-diesel depot on BR – received the first 20 engines. No D8000 is seen on a test run on 17 June near Oxenholme on the WCML; it is in a livery of Brunswick green with a medium grey roof.



Bottom right:

A typical mixed freight in pre-Beeching days photographed on a down train as it approaches Rumney Bridge signalbox, east of Cardiff on 3 March 1957. GW '4200' class 2-8-0T No 5259 is in charge. *S. Rickard*





Above:

Passenger trains, especially the prestige services, have always basked in the limelight; freight trains, lacking the glamour, have trundled along, largely unhonoured and unsung – by the general public anyway. All that was to change and the first inkling of the new stature for freight was to be seen in the faster schedules, fewer stops and the top link locomotives rostered to the services, all to the benefit of the customer. Class A1 4-6-2 No 60135 *Madge Wildfire* pulls away from Finsbury Park after a signal check with the 3.05pm King's Cross–Niddrie fitted freight on 28 September 1957. *Stanley Creer*



Left:

The Manchester, South Junction & Altrincham Railway was the pioneer electric line to work at 1,500V dc on passenger service. Conversion to the later high frequency current took place in 1971. A train for Altrincham is leaving Manchester London Road for Oxford Road on 13 September 1958, the last day of services between the two stations, before the rebuilding of the former, now known as Manchester Piccadilly. *Kenneth Field*

Above right:

Before the rebuilding of the 'Merchant Navy' Pacifics had come to an end the decision was taken to convert the lighter 'West Country' and 'Battle of Britain' engines. The first locomotive to be dealt with was 'West Country' No 34005 *Barnstaple* seen here at Eastleigh for attention, some time after its conversion. In this connection, it is interesting to recall an observation made by a sharp-eyed reader of *Trains Illustrated* in a letter to the editor in which he referred to the increase in weight of the rebuilds by 4tons 1cwt, with an axle loading of 19tons 15cwt, effectively barring them from working west of Exeter, territory for which they certainly would have been required. This begs the question, did someone in authority fail to take the restriction into consideration? Not all the light Pacifics were rebuilt, work was halted after 60 locomotives had been done. *B. V. Alderwick*



Below right:

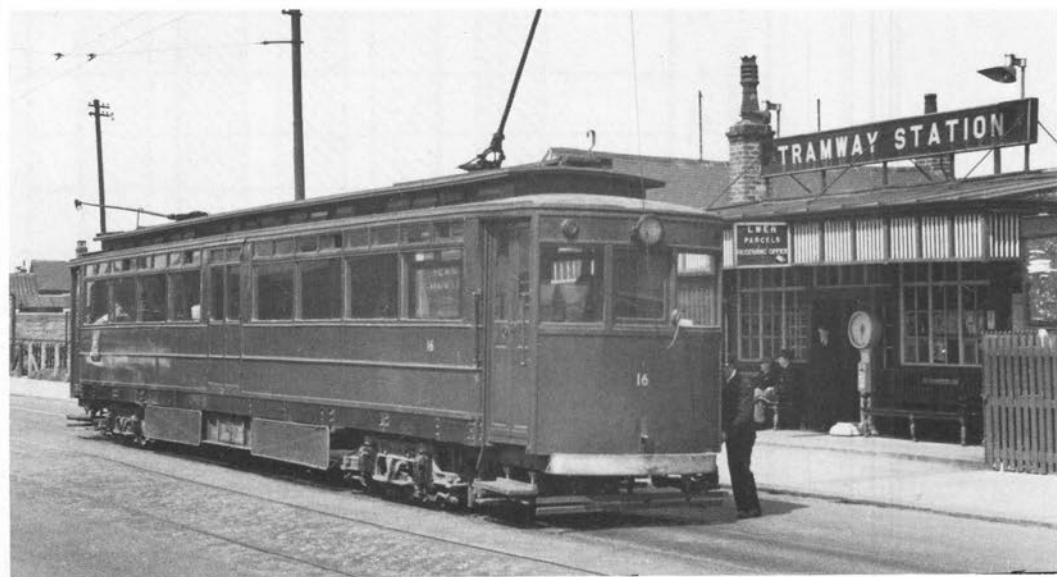
Implementing plans to employ DMUs on other than secondary routes, January saw a revised timetable for the Edinburgh (Waverley)–Glasgow (Queen Street) service and included some six-car cross-country sets that had emerged from Swindon. At this period a serious oil shortage was being experienced ruling out 100% DMU operation. The practice of introducing these trains to main line services has always attracted adverse criticism from travellers. A six-car unit is seen leaving Edinburgh on 11 July working the 9.30am to Glasgow. *J. N. Faulkner*



APPENDICES

Below:

The GCR's Grimsby & Immingham Electric Railway opened in 1912. Passengers were carried in a fleet of 16 tramcars, of which 12 were over 54ft long. Such was the last to be built, car No 16, photographed in Corporation Road, Grimsby, in May 1954. The livery was a rather sombre dark green and BR's earlier lion and wheel totem can just be seen at the far end. Part of this unusual system closed at the Grimsby end in 1956, and total abandonment followed in 1961. Tramcar No 14 survives at the Crich Tramway Museum. *P. J. Lynch*



BR FINANCIAL RESULTS YEAR ENDING 1957

Net receipts	£m 27.1
Central Charges (mainly interest)	41.0
Transfer to Special Account as provided by the Transport (Railway Finances) Act 1957	68.1

PASSENGER TRAFFICS IN 1957

Passenger Miles	Receipts	Receipts per passenger mile
Millions	£m	d.
22,591	138.9	1.48

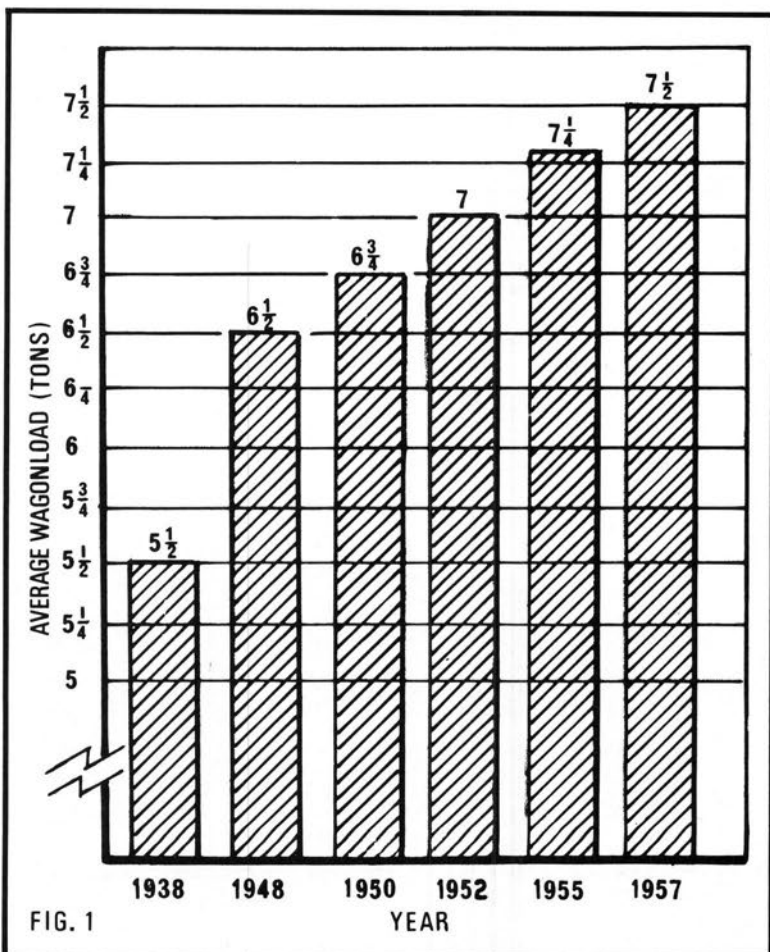
FREIGHT TRAFFICS in 1957

	Tons (Millions)	Receipts
Freight-train traffic 274.3	£m 288.5	
Passenger-train traffic	*	51.4
Collection and delivery etc.	*	13.4

*not available.

Right:

Diagram measuring the rate of introduction of larger, more economical wagons, and of the progressively better loading of the wagons.



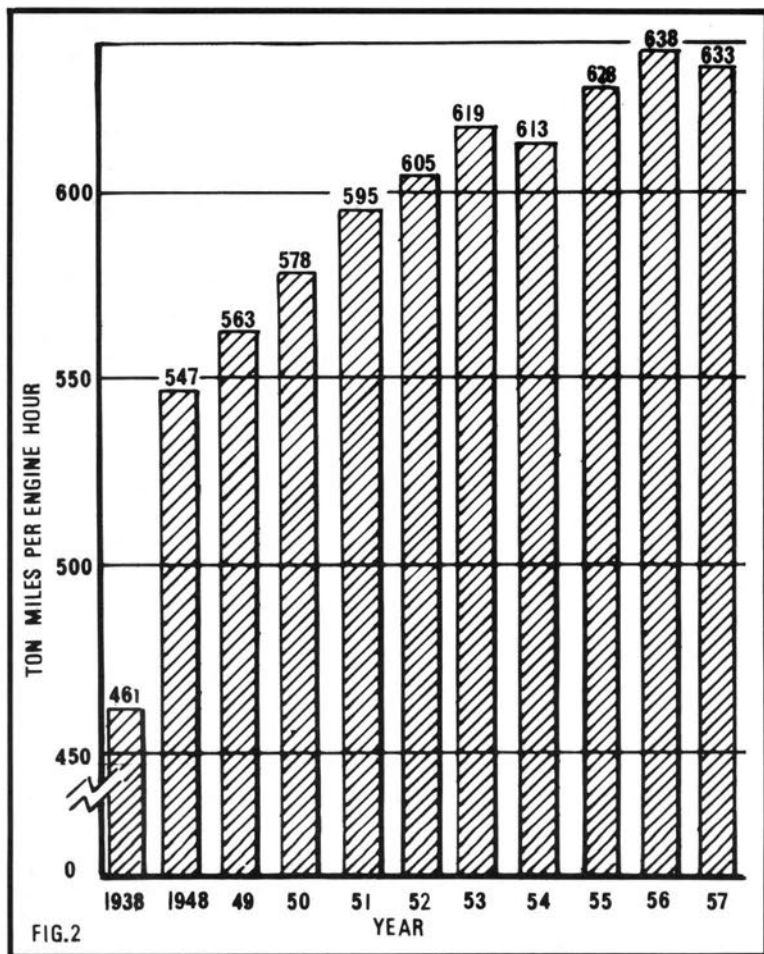


FIG.2

Above:

The first Ministry of Supply 2-8-0 appeared in 1943 and over 700 were taken into BR stock. The 200 allocated to the ER were officially Class 07 but it was rare to hear them referred to as anything but 'Austerities'. It was also rare to see them clean, except when fresh from overhaul as was the case with No 90029 passing Trumpington, near Cambridge, on a class 'H' coal train from Whitmoor to Temple Mills in August 1953. *P. J. Lynch*

Left:

Diagram showing the steady increase in the work done by engines (and their crews) in terms of the ton-miles per engine hour. The 1957 level. Though slightly below the 1956 peak, was still higher than any other previous year.

Right:

British Railways comparison
of net receipts 1948–1956
(including collection and
delivery services).

Below:

British Railways: Statistical
indices of efficiency – freight
train traffic.

Note: 1955 figures have been
adjusted to eliminate the
effect of the railway strike. The
adjusted figures are in some
cases slightly below the actual
1955 figures, but the
differences are slight.

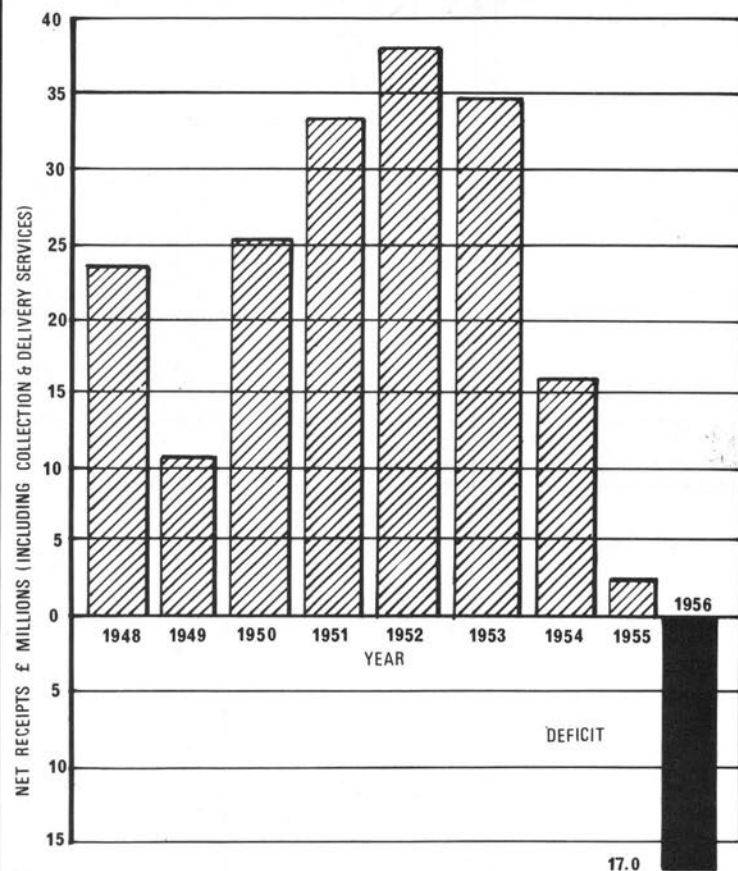


FIG. 3

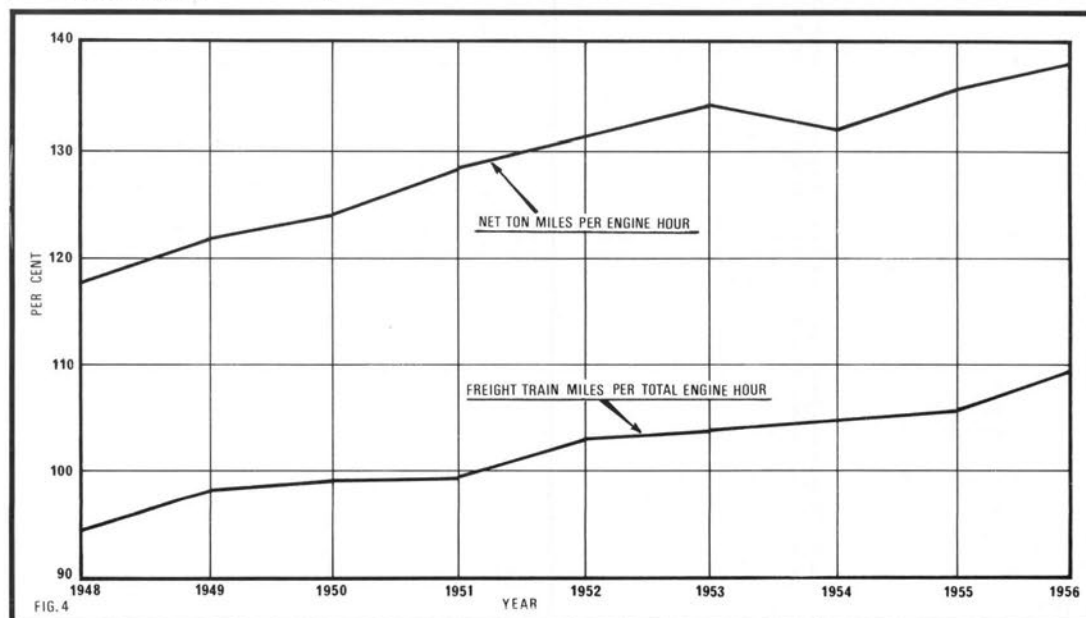
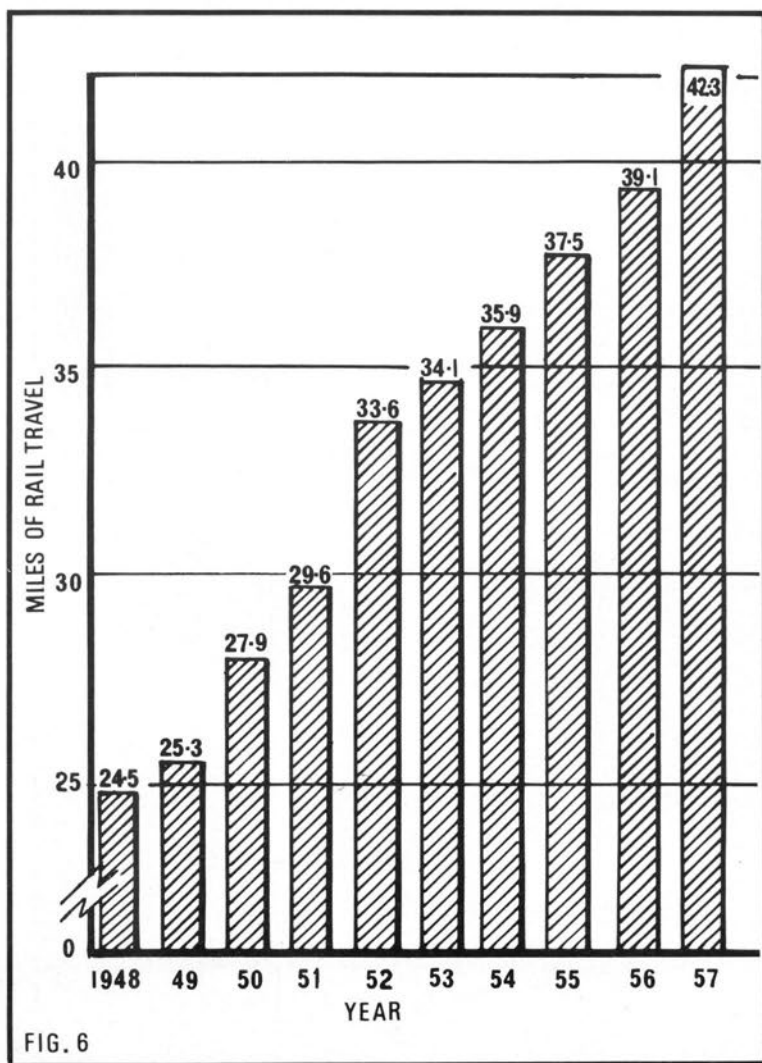
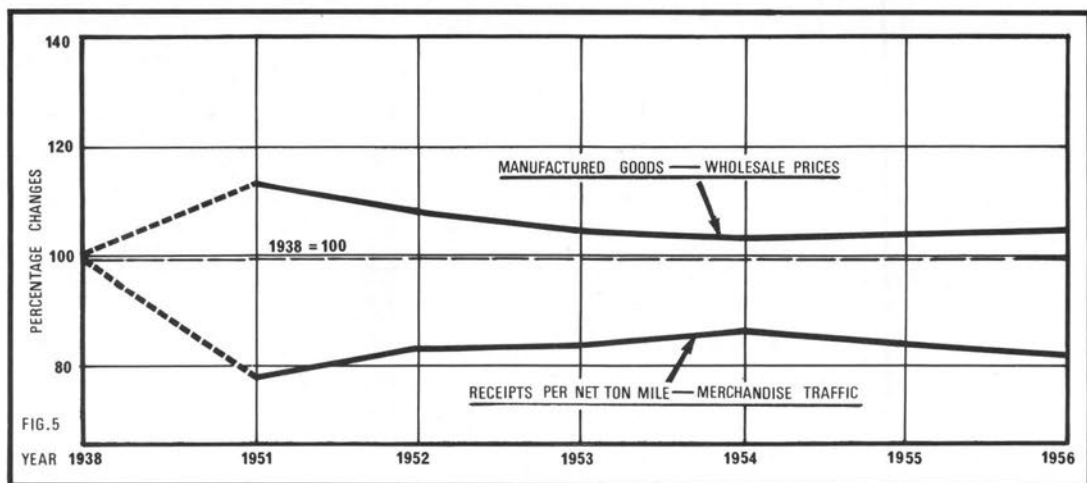


FIG. 4



Above:
British Railways: Changes in average charges for merchandise traffic and in wholesale prices of manufactured goods, in terms of money of 1938 purchasing power.

Left:
Number of miles of rail travel that could be purchased by an hour's work (1948-1958). While in real terms wage packets have been rising fairly steadily since the war, the average receipt per passenger - mile on British Railways - the average fare per mile paid by passengers - has remained virtually the same. So the average wage-earner has each year been able to buy more rail travel for an hour's work, and in 1957 42 miles could be purchased compared to 25 in 1948 and 24½ in 1938.

Below:
One of the ER's Class V2
2-6-2 locomotives deputising
for a SR Pacific when the
'Merchant Navy' class was
temporarily withdrawn.
Leaving Bournemouth Central
on 3 May 1953 is No 60893
with the up 'Bournemouth
Belle'. R. C. Riley





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